Recognized Authority on Connellsville Coke Trade.

The Weekly Courier.

Circulates Wherever Coke is Manufactured or Used.

VOL. 40, NO. 28. CONNELLSVILLE, PA., THURSDAY MORNING, JANUARY 18, 1917. EIGHT PAGES.

Prices and Prospects.

THE COKE MARKET STIFFENS ALL AROUND AS AVAILABLE SUPPLY BECOMES SHORTER

Furnaces Again Compelled to Bank, Some in Danger of Chilling.

SPOT FURNACE UP TO $10 TON

Some Interest Being Shown in First Half Contracts Since Recent Events Indicate Continued Scarcity; The Market Generally in a Curious State.

Special to The Weekly Courier.

PITTSBURG, Jan. 17.—The coke market has stiffened all around since last report. Spot furnace coke is higher and a disposition on the part of consumers to negotiate for second half supplies has developed.

Apparently the Greek New Year's was celebrated more vigorously than the Greek Christmas. At any rate there was more complaint of labor shortage at the beginning of this week than there was a week earlier. Car supplies began to grow poorer late last week and this week they have been decidedly poor. A curious fact is that box cars, for once, have been relatively more plentiful than open cars. This is explained on the ground that the order to return all box cars to home lines has resulted in a cleaning up on the part of roads and instead of sending the cars home empty they move them on shippers' tracks so as to gather up a load. The shippers' difficulty is that the cars must be routed homewards if not directly home and while coke is a useful article in this way it is not in great demand in every section of the United States. The result of the condition is that foundry coke is barely higher in price than furnace coke, for spot shipment.

The Carnegie Steel Company has several blast furnaces banked again, after having gotten into operation all the 14 stacks that were banked just before Christmas. A number of independent furnaces, both steel works and merchant stacks, are banked in various districts. The majority of furnaces are in a decidedly embarrassing position as they have not been able to maintain regularly a reserve of coke for banking and there is continually danger of stacks chilling from lack of coke with which to bank and having to be shoveled out.

This week spot furnace coke of standard grade has brought $10, and that seems to be the market, an advance of more than a dollar a ton from the lowest point of last week, which fell about Thursday. Buyers are talking of lower prices than $10 but apparently have reference to quotations that are no longer open. In a general way the spot furnace coke market is a curious proposition, its movements from day to day being dependent apparently more upon the whims of buyers and sellers than upon acual physical conditions, for in the last analysis it ought not to make much difference whether it is six furnaces or 60 that are short of coke, because all furnaces are desirous of running full, and no matter what price is bid the quantity of coke available is not increased.

There are rumors that furnaces are beginning to show an interest in second half coke, recent events suggesting that coke may be practically as scarce for the second half of the year as for the first half. While nearly all the first half consumption is under cover of contracts, though actual deliveries may be another matter, there has been relatively little done for second half, probably not one-fourth as much.

Developments in the coal market in the past week tend to stiffen the views of coke operators. It is reported in several trustworthy quarters that Pittsburg district coal has been sold at $3.50 for the twelvemonth beginning April 1, at $4.00 for the 15 months beginning now and at $3.00 for the lake season. This is in despite reports in the past few weeks that the circular price would be fixed at $2.75 or $3.00.

The coke market is now quotable as follows:

Spot furnace	$10.00
Contract furnace	$6.00@$8.50
Spot foundry	$10.00@$11.00
Contract foundry	$8.00@$8.50

The pig iron market while still quiet as compared with the activity of a few weeks ago, is somewhat more lively than a week ago. There is more inquiry for basic iron for early deliveries, up to July 1, with occasional interest manifested in the second half. Foundry iron is moving only in small lots for prompt shipment, consumers being indisposed to consider extended deliveries. One reason for the attitude is that there is the altogether unusual condition of southern iron being available at much less than northern, as southern iron can be had readily at $24.00, Birmingham, or $28.55, delivered Pittsburg, while Valley iron is held at $30.00 as minimum, equal to $30.95, delivered Pittsburg. The market is quotable as follows:

Bessemer	$35.00
Basic	$30.00@$31.00
No. 2 foundry	$30.00@$32.00
Malleable	$30.00@$32.00
Forge	$29.00@$30.00

These prices are f. o. b. Valley furnaces, prices delivered Pittsburg being higher by the 96 cents freight.

COKE FREIGHT RATES.

The freight rates on coke from the Connellsville district, which includes what is officially known as the Connellsville region (sometimes called the Basin district) and the Lower Connellsville region (often called the Klondike and sometimes the Masontown district) to principal points of shipment, are as follows, per net ton of 2,000 pounds:

Destination.	Rate.
Baltimore	$1.80
Buffalo	1.35
Canton	1.40
Chicago	2.50
Cleveland	1.50
Columbus	1.55
Detroit	2.10
E. St. Louis	2.30
Erie	1.65
Harrisburg	1.70
Joliet	2.50
Louisville	2.50
Milwaukee	2.65
New York	2.85
Philadelphia	2.05
Pittsburg	.75
Port Henry, N. Y.	2.60
Pottstown	1.95
Reading	1.85
Richmond, Va.	2.94
South Bethlehem	2.00
Swedeland, Pa.	2.00
Toledo, O.	1.85
Wheeling	1.20
Valley Points	1.20

STEEL LOOKS FOR YEAR OF WAR

Its End at That Time Would Really Benefit the Industry, it is Held. Productive Capacity Growing.

Special to The Weekly Courier.

NEW YORK, Jan. 17.—The American Metal Market and Daily Iron & Steel Report will review the steel and iron trade tomorrow as follows:

The feeling now preponderates in the steel industry that the war is to last practically through the present year but in all probability not longer. With the growth of this feeling the opinion is growing that in the long run the steel market would be benefitted by the war ending at such time, because an indefinite continuance of present market conditions in the steel industry, with the war continuing, is inconceivable. Steel exports are certain to diminish owing to lack of bottoms, productive capacity is increasing, and as lower priced steel contracts are worked out the burden of high prices upon consumers will become severe. In most quarters confidence is expressed that the after-the-war demand for steel, at moderate but quite profitable prices, will fully engage steel making capacity.

Transportation conditions have grown much more unsatisfactory in the past week, all iron and steel making districts being affected more or less, while conditions in the Pittsburg valley districts are particularly bad. Supplies of empties are no worse and in the number of box cars furnished there is an increase, but the cars are largely foreign cars and can be routed only in certain directions when loaded. Embargoes are preventing many shipments and interchange tracks between mills and trunk lines are in danger of becoming congested. Production of finished steel is a few percent below normal and a continuance of present conditions for a week or two longer would certainly cause considerable curtailment in output. Coke has grown scarcer again and the Carnegie Steel Company has again banked several blast furnaces.

The greatest scarcity of steel in this whole movement is believed to be still in the future, perhaps in March or April. Prices are firm all along the line while plates except for the most distant deliveries advance every week. Higher than six cents has been paid for second quarter ship plates.

SMALL OPERATORS TO FIGHT

Proposal of the P. R. R. to Make Coal Rates Apply to Tipples Only.

Independent coal operators of the Monongahela valley will fight the plan of the Pennsylvania Railroad company made known in a notice of application filed before the Pennsylvania Public Service Commission, to make rates and to furnish cars only for producers with tipples.

Monday afternoon an organization of 15 independent operators between California and Monongahela was formed at Charleroi to wage the battle. A committee was named to lodge a formal protest at the hearing before the Public Service Commission today.

German Steel Output Grows.

The production of steel in Germany and Luxemburg during October was 1,423,535 tons, as compared with 1,393,186 tons in September. The total production during the first 10 months of the year was 13,354,418 tons, as against 10,892,378 tons during the corresponding period of 1915.

Weekly Coke Production.

The weekly record of production and output of the Connellsville and Lower Connellsville regions for 1917 to date is shown in net tons in the following tabulation:

Week.	Fur.	Mer.	Total.	Ship.
Jan. 6	220,395	138,236	358,576	364,576
Jan. 13	216,140	137,052	353,192	350,399

Profit-Sharing at Cambria.

The Cambria Steel Company has announced a profit sharing plan.

Review of the Connellsville Coke Trade.

Statistical Summary.

PRODUCTION.	WEEK ENDING JAN. 13, 1917.				WEEK ENDING JAN. 6, 1917.			
DISTRICT.	Ovens.	In.	Out.	Tons.	Ovens.	In.	Out.	Tons.
Connellsville	20,679	18,582	2,147	196,755	20,689	18,502	2,187	200,235
Lower Connellsville	17,583	15,579	2,013	156,437	17,583	15,592	1,991	158,341
Totals	38,262	34,102	4,160	353,192	38,272	34,094	4,178	358,576
FURNACE OVENS.								
Connellsville	16,984	15,301	1,683	162,375	16,984	15,271	1,713	164,432
Lower Connellsville	5,826	5,058	768	53,765	5,826	5,058	768	55,906
Totals	22,810	20,359	2,451	216,140	22,810	20,329	2,481	220,338
MERCHANT OVENS.								
Connellsville	3,695	3,231	464	34,380	3,705	3,231	474	35,803
Lower Connellsville	11,757	10,512	1,245	102,672	11,757	10,534	1,223	102,435
Totals	15,452	13,743	1,709	137,052	15,462	13,765	1,697	138,238

SHIPMENTS.	WEEK ENDING JAN. 13, 1917.		WEEK ENDING JAN. 6, 1917.	
To Pittsburg	3,707 Cars.	130,045 Tons.	3,433 Cars.	119,878 Tons.
To Points West of Pittsburg	4,726 Cars.	167,729 Tons.	5,291 Cars.	186,542 Tons.
To Points East of the Region	1,606 Cars.	52,625 Tons.	1,430 Cars.	48,155 Tons.
Totals	10,039 Cars.	350,399 Tons.	10,154 Cars.	354,575 Tons.

MERCHANT OPERATORS LOOK UPON YEAR 1917 AS A YEAR OF BRIGHT PROSPECTS FOR THE COKE TRADE OF CONNELLSVILLE REGION

The Supreme Importance and Excellence of the Region's Output, Both Raw and Manufactured, Has Been Recognized Anew; Belated Reward for Those Who Had Firm Faith in the Industry; Higher Average Prices Will Rule During Year.

That the Connellsville coke region has a year of bright prospects before it in the ensuing twelve months, is the belief of men who have grown up with the industry and have followed its varying fortunes through all its recurring seasons of sunshine and shadow. At all times keenly observant of the significant happenings which find reflex in the coke trade, and making careful note of the extent, character and duration of these effects, as previous history has furnished verification, these well-informed men of the coke industry have gaged the events of the past year, especially its closing months, as auguring prosperous trade conditions during 1917.

To The Weekly Courier's invitation to give expressions of opinion upon the outlook for the year a number of the leaders among the merchant operators of the region have responded freely and willingly. J. P. Brennen, president of the Thompson Connellsville Coke Company, whose experience has been coincident with the larger growth and development of the industry during the last 30 years, sees a bright outlook ahead and in existing trade conditions he finds recognition to have been given anew to the fact that the product of the Connellsville region is supreme in its excellence as the standard metallurgical fuel of the world. Of the prospects during 1917 President Brennen says::

"In my 30 years experience in the business I have never seen the outlook brighter than at this time with the average prices much higher than ever.

"I have more confidence today in the quality and value of the Connellsville coal for metallurgical purposes than ever.

"After endless attempts to find a substitute for it, there is no question but that the iron producers are turning back to the Connellsville product whether made in the region by the beehive method or in by-product ovens at the furnaces from Connellsville coal, demonstrating that our lamented friend John Fulton was correct in his statement that the coking quality of a coal is physical and not chemical.

"The high standard quality of the coking coal in this region stands out preeminent over anything yet tried as a substitute and I believe that the value of the Connellsville coking coal lands are bound to steadily increase.

"Present railroad congestion and car shortage has shown how impracticable it is to assemble or mix coals from various regions to take the place of what can be obtained direct from the mines in o'ir region."

The Producers Coke Company has become a most important factor in marketing a large merchant tonnage. Its sales manager, Wiley L. Byers, is no less optimistic than President Brennen in his views on 1917's coke trade. Like those of the latter the opinions of Sales Manager Byers are based upon well established facts, not theoretical deductions. He says:

"The outlook for the coal and coke industry for 1917 is the brightest in the history of the business. The men who furnish the fuel to run the mills and melt the ore are now coming into their own. Profits heretofore undreamed of in mining coal have been realized during the past two months and a steady market is likely to continue on a profitable basis for some time to come. Those who have struggled along, going a little in the hole or just breaking even, for years with a firm belief that such a large and absolutely necessary industry must come into its own some time, are now receiving their reward.

"It is nearly impossible for new operations of any size to start up because of the shortage of new equipment. To obtain copper wire or steel rails enough to open a large mine is nearly out of the question, and the cost would be such that it would be impossible to compete, in normal times, and make a fair return on the investment.

"From now on the coal and coke industry is going to have a better place in the financial world than it has enjoyed before. The value is there and there is no reason why it should not be accorded the place its importance demands.

"It is good to see reward coming to men who work for it. No man can be long actively connected with the industry without doing lots of hard and unpleasant work. He must work or he won't last. Mining is 65 to 75 per cent labor by someone, and the man who is a successful handler of large units of labor must work hard.

"The wages paid are now the highest in the history of the business. The mining rate is now over twice what it was in 1895 and the miner now enjoys by far the best working conditions, protection and living he ever had.

"A normal car supply at the present rate of consumption would not put prices to a low level. Whenever the supply improves many consumers, who have lost hundreds of thousands of dollars because they wanted the railroads to carry their reserve stock on wheels, will not be caught another winter without some fuel on hands and will pay a fair price for it. It certainly looks good as we see it now."

The sales agent of one of the larger and older merchant producers expresses his opinion in this brief, clear-cut statement:

"It looks to me as if the coke trade prospects for 1917 are excellent. Even though the war should end before the end of the year, there is likely to be sufficient demand for coke or coking coal to absorb the production of the Connellsville and Pittsburg coal districts at high prices."

The general manager of another merchant producer, and one of the acknowledged leaders of that group, whose modesty and aversion to publicity are no measure of his faith in the coke business, gives the following as his opinions on the trade for 1917:

"First: Production—I believe that even if the European War should end this year, that nevertheless the demand for Connellsville coke during 1917 will continue about as strong as at present and that the only factors to prevent a maximum coke production will be car and labor shortage. The car supply will undoubtedly improve under more favorable operating conditions, but I do not look for an improvement this year in the labor supply, or in the efficiency of labor, in fact, the present high wage scale causes a decrease in efficiency.

"Second: Prices—I will not venture an opinion on prompt coke prices which are caused by special conditions. The present high prices for contract coke, in my opinion, are due primarily to the unprecedented prosperity created by the War, which has enabled the industries in the United States, from raw materials to finished products, to pass the high prices along to the ultimate consumers abroad. Upon the termination of the War, or sooner if the Allies can supply their requirements elsewhere, there will undoubtedly be some reduction in prices, and coke for future delivery must also decline proportionately, but I look, in any event, for a continuation of prosperous conditions in the coke business during the year 1917."

TO PREVENT WAGON LOADING

Of Coal Cars at Sidings Remote From Mines is Proposed in Both West Virginia and Pennsylvania.

A movement, having its origin in the abuse of alleged "coal pirates" who buy up the output of country coal banks then demand distribution of cars to the detriment of regularly operating mines, has been started in both Pennsylvania and West Virginia. The Pennsylvania Railroad has filed with the Public Service Commission an application for permission to amend its present tariffs so that the rates now quoted on bituminous coal will apply only in the case of shipments made on cars loaded at tipples. The commission has announced that there will be a hearing commencing today, at which time all those interested may appear. In presenting the application, the railroad company says that the proposed rule is made necessary by reason of the fact that many cars are now being loaded with coal hauled to the sidings in wagons. This practice, it is alleged, causes delays.

In West Virginia the coal operators have taken the initiative. At a recent meeting of the operators of the Fairmont region a resolution was passed asking the Baltimore & Ohio railroad to refuse to place cars at mines which do a custom delivery business. The claim is made that giving these operators cars tends to make the coal shortage more acute because the cars are frequently kept at a plant for several days before they are loaded, ready for shipment.

To Improve Wharton.

It is stated that between $2,000,000 and $3,000,000 will be expended in modernizing the plant of the Wharton Steel Company, at Wharton, N. J., recently acquired by J. L. Replogle and associates.

CAR BUYING IS KEEPING UP

December Purchases Were Larger Than Had Been Estimated and The Largest Since 1912.

Complete statistics of December car buying show that the total for that month was considerably heavier than had been estimated and that orders actually placed numbered approximately 19,650. This compares with 37,000 in November, 26,000 in October, 15,500 in September and 15,025 in August, and demonstrates that the heavy buying movement of the past several months is being maintained. During the past three months, the total number of cars placed reached the heavy figures of about 82,000.

With complete December figures, the total of cars placed with American builders during 1916 was 171,600. This compares with 110,000 in 1915 and 70,250 in 1914, and is the heaviest total for any year since 1912.

The monthly totals of awards, as compiled by The Daily Iron Trade and Metal Market Report during 1916, have been as follows:

January	21,700
February	12,900
March	8,750
April	7,000
May	4,175
June	1,300
July	2,000
August	15,025
September	15,500
October	26,000
November	37,000
December	19,650
Total	171,500

Coal Tracts Sold.

Five tracts of coal, known as the Minor S. Sangston tracts, in Nicholson township, were sold by the Fayette Title & Trust Company, trustee for the bondholders of the Sunshine Coal & Cke Company, in the court house today. The property, subject to a mortgage, was bought in by the Fayette Title & Trust Company for $1.

Production and Output.

HOLIDAY CELEBRATIONS AND POOR CAR SERVICE CUT DOWN MOVEMENT OF COKE

89% of Ovens Operated at Only 65-70 Per Cent Efficiency.

OUTLOOK THIS WEEK IS POOR

In Fact the Poorest Since the Present Car Stress Developed; Distribution Down to 30%, May Go Lower; Railroad Fuel Orders Help Out Coal.

Although the Connellsville and Lower Connellsville coke regions had 34,100, or practically 89% of their available ovens nominally in operation six days last week, they actually ran at only about 65 to 70% of their efficiency. It is perhaps more exact to say that a larger number were operated at and under 65% efficiency than were operated over that percentage. It is equally exact to say that this condition was due in a great measure to the protracted observance of the Greek holidays which come at this season, and during which the devotees of its customs refrain from work with regularity and faithfulness, and are wholly indifferent to any and all demands upon them from their employers.

At the same time the car supply developed extremely low distribution percentages, especially toward the close of the week, at times touching 40% and averaging certainly not more than 65% for the six working days. To these conditions, severally and jointly, is attributable to the fact that production for the week fell off 5,000 tons to a total of 353,000, and with equal facility shipments dropped back by 4,100 tons to a total of 350,000 tons, in round numbers. This is still 25,000 tons better than the record of Christmas week, hence indicates that except for the car situation the region is recovering from the holiday festivities rather earlier than it did a year ago.

But sanguine expectations as to larger movement of coke cannot be indulged at this time and possibly not with any assurance of realization until there is a decided and real improvement in freight traffic conditions. The present week has already shown every ear mark of being the poorest week in point of car supply and service that has occurred within recent years. Starting on Monday with a car distribution of barely 40%, the week stands out as the first during the present car stress in which it has not been possible to accumulate a fairly good supply of cars over Sunday. Traffic men have always looked forward to Sunday as a day affording them some relief in the perplexing job of distributing more cars than they have available. When the present week opened with but 40% in sight they began to figure, not how many cars would be available later in the week, but rather how few. With later distributions hugging 30%, and with downward tendencies, it becomes almost a mathematical certainty that the closing days of the week will record the placing of comparatively few empties at many coke plants and possibly none at all at still other and smaller ones where the allotment on the percentage basis, would be the small fraction of a car.

Coal movement dwindled during the week and except for further shipments on engine fuel orders to the Philadelphia & Reading and the Central railroad of New Jersey, in cars assigned to the region for this special service, the tonnage would have fallen off more than 42,000 which marks the difference between the two preceding weeks. The aggregate tonnage of the region, including both coal and coke by both rail and river, was 546,000 tons. The equivalent in coke was 450,000 tons as against 513,000 of the preceding week.

The order of the Philadelphia & Reading railroad was filled at one of the large plants in the Lower Connellsville region. That of the Central railroad of New Jersey has been distributed among a number of plants on the Baltimore & Ohio lines in both Fayette and Somerset counties. This business is gladly welcomed by the operators as augmenting their car supply and helping to increase their mine ratings. The assigned cars are not charged against the mine's allotment, under the percentage rule. Although the price is said to be somewhat under the spot market it is good business, moves quickly and goes to good customers.

The estimated coke production for the week ending Saturday, January 13th, was 353,192 tons, of which the merchant ovens made 137,052, a decrease of 1,186 tons from the preceding week, and the furnace ovens 216,140 tons, or a decrease of 4,198 tons. By districts the Connellsville region produced 196,755 tons, a loss of 3,480 tons, and the Lower Connellsville, 156,437 tons, a loss of 1,904, or a total loss in the region of 5,384 tons from the previous week's production.

Shipments for the week ending Saturday, January 13th, aggregated 10,039 cars carrying 349,899 tons. This with 500 tons shipped down the Monongahela river in barge, or a total of 350,399 tons, was consigned as follows:

Destinations	Cars.	Tons
Pittsburg District	3,707	130,045
West of Pittsburg	4,726	167,729
East of Connellsville	1,606	52,625

COKE TRADE SUMMARY.

The effects of prolonged and frequent holiday celebrations are still being felt in the coke trade. Although 89% of the ovens in the Connellsville and Lower Connellsville regions were operating nominally 6 days last week, the actual results represented only about 65-70% efficiency, with many plants under rather than above the lower figure.

Production fell off 5,000 tons to 353,000. Continued car shortage had a similar effect on shipments, the recession having been 4,100 tons to a total of 350,000. This is 25,000 tons better than the week of Christmas indicating that the holiday recovery, except for car supply, may be completed earlier than it was a year ago.

Car troubles have become acute this week, starting off with but a 40% supply on Monday which has since dropped to 30% and is certain to end the week at a very low mark, making it the poorest week since the severe break in car supply beginning December 16.

Coke prices have stiffened with growing scarcity, spot furnace having jumped to $10.00. Many furnaces have banked and others will be obliged to shortly unless they get coke.

HOLIDAY EFFECTS ARE STILL FELT

By Upper Connellsville and Greensburg-Connellsville Districts Where Output Suffered Another Decline.

The Upper Connellsville and Greensburg-Connellsville coke regions kept company with their mother districts to the south last week in the matter of continuing the Christmas celebrations. It will be noted that the plural is used, and properly, for the cosmopolitan populations of our coke towns are better provided with holidays than are their English-speaking, native born brothers.

It naturally follows that less coke was made during the week than in those without a feast day. This perhaps helped the railroads for they too have had a kind of Christmas celebration dating from about the middle of December when the car scarcity began to grow acute. This is not observed in exactly the same way the coke workers observe a holiday, but it had the same practical effect on coke production and shipment, which was to reduce both slightly.

For the week ending Saturday, January 13th, shipments from the two districts were as follows:

District	East	West	Total
Upper Conn.	6,779	4,910	11,689
Greensburg	11,397	6,735	18,132
Totals	18,176	11,645	29,821

The distribution of the shipments shows very plainly that the West is suffering the most severely from the freight congestion and other traffic troubles. To these destinations the shipments fell off 3,872 tons while they increased 2,421 tons to Eastern points, making the net loss of the two districts 1,451 tons. The Upper Connellsville district was the heavier loser with 1,142 tons while the Greensburg - Connellsville district probably did not feel its small loss of 309 tons.

The following tabulation shows the output of these districts by weeks in net tons for 1917 to date:

Week Ending.	Upper C'ville	Green'bg C'ville.	Total Tons.
Jan. 6	12,833	18,441	31,274
Jan. 13	11,689	18,132	29,821

The output of the two districts was consigned by weeks during 1917 to date as follows:

Week	East	West.	Total.
Jan. 6	12,755	18,517	31,272
Jan. 13	18,176	11,645	29,821

SAFETY BULLETINS EFFECTIVE

Horseplay in Presence of Moving Machinery is Discouraged.

Horseplay among employes of factories and shops in the presence of moving machinery is being discouraged by various big casualty companies through the publication of a series of "Safety Bulletins," in which the danger of such practises is explained and brought home to the men.

The bulletins are designed to be posted on the bulletin boards in order that all may read them, and as a rule they have carried their message well, and have done much toward breaking up the practises against which they agitate.

"In the presence of moving machinery, serious or fatal injury," says one bulletin, "may easily result from such horseplay. A fall against a belt or machine, against a live wire, off a platform, or into a hole, has often been caused by these dangerous practises."

The bulletins have aroused special interest in Connellsville, since only a little more than a year ago, just such an accident occurred at a machine shop here. Several youths, employes of the company, began "fooling" with some of the mechanical appliances of the plant, and their pranks resulted fatally for one of the boys.

The issue of the bulletins is but one phase of the campaign being waged in all shops where machinery is present, to remove all unnecessary dangers and hazards for employes. "Safety First" seems to be the watchword everywhere.

COAL PRODUCTION FOR 1916 GREATER THAN EVER KNOWN

Over 500,000,000 Tons of Soft and 88,000,000 Tons of Hard.

GRAND TOTAL 597,500,000 TONS

Largest Increase in Ohio Where Gain Was 65%; Pennsylvania's Increase 17,000,000 Tons, or 11%; Railroads Heavier Consumers, also Coke Ovens

The production and consumption of coal in the United States in 1916 exceeded all past records. The quantity of bituminous coal mined last year is estimated by C. E. Lesher of the United States Geological Survey, Department of the Interior, as slightly more than 500,000,000 net tons, an increase, compared with 1915, of more than 66,500,000 tons, or 15 per cent., and greater by 31,000,000 tons than the record of 1913. Data furnished by the Anthracite Bureau of Information indicate that the production of Pennsylvania anthracite was 88,312,000 net tons, about 600,000 tons less than in 1915. The total output of coal in the United States is thus estimated at 597,500,000 net tons, and the official figures when compiled may show 600,000,000 tons, compared with 570,000,000 tons in 1913.

This estimate, which is to be followed shortly by a more detailed statement, shows that the increase was general, only three states, Maryland, Oklahoma and Texas, having had a smaller production than in 1915. The largest increase was in Ohio, whose production in 1916 is estimated at 37,000,000 tons, compared with 22,435,000 tons in 1915, a gain of 65 per cent. Colorado, New Mexico, Virginia and Washington show increases of more than 20 per cent., and in Kentucky, Montana, North Dakota, Tennessee, West Virginia and Wyoming, of 14 to 18 per cent. In Pennsylvania the increase was about 17,000,000 tons, or 11 per cent.

The consumption of coal by the railroads in 1916 is estimated to have been 17,500,000 tons greater than in 1915, the use of coal in the manufacture of coke was greater by 20,500,000 tons, exports increased about 7,000,000 net tons, the coal mines used 500,000 tons more for steam and heat, and the increase in consumption, mainly by the manufacturing industries, was 21,000,000 tons.

The increased consumption of bituminous coal by the railroads and industrial interests of the country during the year brought about a condition in which the demand for coal was greater than the ability of the railroads to deliver it, and in some localities greater than the ability of the mines to produce it, because of scarcity of labor. There is no lack of coal in the ground, or of mines from which it can be obtained. The soft-coal mines, however, are not equipped to store coal that has been mined, and the coal must be loaded into railroad cars as soon as it is dug; in fact, the miners as a general rule do not go into a mine unless the cars are on hand to take the day's output.

The greatest part of the bituminous coal produced in 1916 was sold on contracts at prices agreed upon during the early part of the year, that represented increases little if any more than the increases in wages granted the miners. The high prices at which the small quantity of coal not contracted for was sold during the last three months of the year were the result of excess of demand over supply. The buyers bid the price up, and as happens in the marketing of any article or commodity under like conditions, there was doubtless some speculative holding and trading that tended to raise prices. This factor and the inclination of the middleman and retailer to exact extra profits are not believed to have been any greater as regards coal than as regards other necessities whose prices have risen during the last few months.

Secure Charter.

The Oneida Coal Mining Company, which is taking over the operation of the Indian Head Coal & Mining Company at Indian Head, has secured its charter from the secretary of state Harrisburg. The incorporators are Cyrus D. Tatman, W. H. Thompson and Langdon Lea, Philadelphia, and E. T. Norton, Connellsville.

OUTPUT OF ORE BREAKS RECORD

Tonnage of 1916 will Exceed That of 1915 by 34% it is Believed; Value Several Times Greater.

The shipments of iron ore from the mines in the United States in 1916 are estimated by Ernest F. Burchard, of the United States Geological Survey, Department of the Interior, to have approximated 75,500,000 gross tons, pared with 55,493,100 tons in 1915, an increase of 34%. This ore sold for approximately $178,935,000, an increase of about $77,650,000 compared with the value of the 1915 output. Ore in stock at the mines is estimated at approximately 10,486,000 gross tons, compared with 13,784,732 tons in 1915, a decrease of nearly 24%.

Of the total shipments of iron ore 64,734,198 gross tons was shipped by boat from the Lake Superior district, according to statistics already published in these columns, and fully 1,300,000 tons in addition was shipped by rail, making the probable total shipments from the mines in the Lake Superior district more than 66,000,000 gross tons. Compared with the boat and rail shipments from this district in 1915 47,272,751 gross tons, an increase of nearly 40% is bown.

The shipments of iron ore from all the other important iron mining districts in the United States showed increases ranging from 3.2 to 49%. The Birmingham and other Alabama districts are estimated to have shipped to blast furnaces approximately 5,300,000 gross tons, compared with 5,134,955 tons in 1915, an increase of 3.2%. The other Southeastern states, including Georgia, North Carolina, Tennessee, and Virginia, are estimated to have shipped approximately 1,000,000 gross tons, compared with 786,437 tons in 1915, an increase of 27%. The Northwestern states including New York, New Jersey, and Pennsylvania, are estimated to have shipped approximately 2,500,000 gross tons, compared with 1,689,916 tons in 1915, an increase of nearly 48%. The Western states, including Colorado, New Mexico, and Wyoming, are estimated to have shipped approximately 725,000 gross tons, compared with 485,942 tons in 1915, an increase of 49%.

The iron ore market was active throughout the year. Prices, which late in 1915 were advanced 70 to 75 cents a ton on Lake Superior ores for 1916 delivery, were in November, 1916, advanced $1.50 a ton for the season of 1917. These advances, though considerable, are not proportionate to the advances in prices of pig iron during the corresponding period.

CONSOLIDATION APPROVED

Stockholders and Public Service Commission Consent to Merger.

Through action of the stockholders, taken at a meeting held in Somerset Monday and official approval of the plan by the Public Service Commission of Maryland, a consolidation of the Connellsville & State Line Railway and other subsidiary companies forming the Western Maryland railway system, has been effected.

As the result of the merger a new corporation, retaining the title of Western Maryland, will be formed with an authorized capital of $17,760,400 first preferred cumulative 7 per cent stock; $10,000,000 second preferred stock and $49,428,000 common stock. All present bonded indebtedness will be cancelled.

The merging of all the Western Maryland subsidiaries under one management is similar to the consolidation several years ago of the subsidiaries of the Baltimore & Ohio Railroad Company, and has been brought about with a view to eliminating indebtedness and providing for extensive improvements in the system.

WARNS MINERS.

Wage Bonus System Not Approved by U. M. W. A.

INDIANAPOLIS, Jan. 12.—A warning against a possible substitution of a wage bonus system for the joint contract wage system and a statement that the United Mine Workers of America are in no way responsible for the present scarcity of coal and its high price were issued here last night by the international executive board of the United Mine Workers of America.

Contract Coal $3.25.

The Pittsburg Coal Company is making new contracts for 1917 on a basis of $3.25 a ton.

Advertise your coal lands in The Weekly Courier.

LIST OF COKE OVENS IN

The Connellsville District

With Their Owners, Address and Ovens in Blast Corrected to Saturday, Jan. 13, 1917.

Total Ovens	In Bl'st	Name of Works.	Name of Operators.	P. O. Address.
			MERCHANT OVENS.	
155	150	Acme	W J Rainey	New York
182	182	Beatty	Mt. Pleasant Coke Co	Greensburg
120	60	Boyer	Mt. Pleasant Coke Co	Greensburg
30	30	Brush Run	Brush Run Coke Company	Mt. Pleasant
32	.....	Carolyn	Peerless-Connellsville Coke Co	Pittsburg
150	150	Clare	Clare Coke Co	Greensburg
40	.....	Dexter	Connellsville Coke Co	Connellsville
40	38	Ellen No. 1	Whyel Coke Co	Uniontown
50	50	Ellen No. 2	Whyel Coke Co	Uniontown
100	100	Elizabeth	Unity-Connellsville Coke Co	Greensburg
200	200	Elm Grove	W J Rainey	New York
125	100	Fort Hill	W J Rainey	New York
10	.....	Franklin	Summit-Conn. Coke Co	Connellsville
101	101	Gilmore	Gilmore Coke Co	Uniontown
116	116	Grace	W J Rainey	New York
8	8	Helen	Samuel J Lohr	Youngwood
145	145	Humphrey	Rosecomer Coke Co	Pittsburg
42	.....	Jimtown	Shannon Coal & Coke Co	Uniontown
38	.....	Johnson	Johnson Fuel Co	Uniontown
20	.....	Little Sunshine	King Coke Co	Uniontown
32	32	Love	O'ville-Mutual Coal & Coke Co	Scottdale
40	40	Magee	Magee Coke Co	Uniontown
84	.....	Mahoning	Mahoning Coal & Coke Co	Dunbar
360	360	Mt. Braddock	W J Rainey	New York
310	310	Mt. Pleasant	Mt. Pleasant Coke Co	Greensburg
32	32	Myers	Brownfield-C'ville Coke Co	Uniontown
50	50	Nellie	Brown & Cochran	Dawson
50	50	Painter	Newcomer Coke Co	Uniontown
180	180	Paul	W J Rainey	New York
95	50	Rainey	W J Rainey	New York
550	518	Revere	W J Rainey	New York
36	36	Shirey	South Fayette Coal & Coke Co	Uniontown
40	40	Thomas	Whyel Coke Co	Uniontown
80	80	Veteran	Mt. Pleasant Coke Co	Greensburg
67	48	West Penn	West Penn Coke Co	Pittsburg
3,695	3,231			
			FURNACE OVENS.	
280	280	Adelaide	H C Frick Coke Co	Pittsburg
300	.....	Alverton	H C Frick Coke Co	Pittsburg
387	360	Baggaley	H C Frick Coke Co	Pittsburg
300	300	Bitner	H C Frick Coke Co	Pittsburg
240	240	Brikerton	H C Frick Coke Co	Pittsburg
300	160	Buckeye	H C Frick Coke Co	Pittsburg
260	264	Calumet	H C Frick Coke Co	Pittsburg
301	301	Central	H C Frick Coke Co	Pittsburg
76	46	Coalbrook	H C Frick Coke Co	Pittsburg
400	400	Collier	H C Frick Coke Co	Pittsburg
400	400	Continental 1	H C Frick Coke Co	Pittsburg
328	328	Continental 2	H C Frick Coke Co	Pittsburg
300	300	Continental 3	H C Frick Coke Co	Pittsburg
120	120	Crossland	H C Frick Coke Co	Pittsburg
338	338	Davidson	H C Frick Coke Co	Pittsburg
230	120	Dorothy	H C Frick Coke Co	Pittsburg
272	272	Hecla No. 1	H C Frick Coke Co	Pittsburg
220	296	Hecla No. 2	H C Frick Coke Co	Pittsburg
300	280	Hecla No. 3	H C Frick Coke Co	Pittsburg
355	355	Hostetter	Hostetter-Connellsville Coke Co	Pittsburg
250	249	Juniata	H C Frick Coke Co	Pittsburg
308	308	Kyle	H C Frick Coke Co	Pittsburg
460	420	Leisenring 1	H C Frick Coke Co	Pittsburg
502	460	Leisenring 2	H C Frick Coke Co	Pittsburg
502	400	Leisenring 3	H C Frick Coke Co	Pittsburg
304	304	Leith	H C Frick Coke Co	Pittsburg
237	216	Lemont No. 1	H C Frick Coke Co	Pittsburg
360	360	Lemont No. 2	H C Frick Coke Co	Pittsburg
509	470	Mammoth	H C Frick Coke Co	Pittsburg
400	398	Marguerite	H C Frick Coke Co	Pittsburg
196	140	Mutual	H C Frick Coke Co	Pittsburg
258	258	Oliphant	H C Frick Coke Co	Pittsburg
298	300	Oliver No. 1	Oliver & Snyder Steel Co	Pittsburg
480	317	Oliver No. 2	Oliver & Snyder Steel Co	Pittsburg
300	300	Oliver No. 3	Oliver & Snyder Steel Co	Pittsburg
400	400	Phillips	H C Frick Coke Co	Pittsburg
448	350	Redstone	H C Frick Coke Co	Pittsburg
120	100	Rist	H C Frick Coke Co	Pittsburg
448	448	Snow	H C Frick Coke Co	Pittsburg
426	416	Southwest 1	H C Frick Coke Co	Pittsburg
150	120	Southwest 2	H C Frick Coke Co	Pittsburg
204	166	Southwest 3	H C Frick Coke Co	Pittsburg
901	800	Standard	H C Frick Coke Co	Pittsburg
110	110	Semet-Solvay	Dunbar Furnace Co	Dunbar
80	75	Stewart	Stewart Iron Co	Uniontown
404	404	Trotter	H C Frick Coke Co	Pittsburg
560	330	United	H C Frick Coke Co	Pittsburg
200	70	Valley	H C Frick Coke Co	Pittsburg
94	94	White	H C Frick Coke Co	Pittsburg
352	352	Whitney	Hostetter-Connellsville Coke Co	Pittsburg
300	300	Wynn	H C Frick Coke Co	Pittsburg
500	460	Yorkrun	H C Frick Coke Co	Pittsburg
245	245	Youngstown	H C Frick Coke Co	Pittsburg
16,984	15,301			

In Stock for Immediate Shipment

Yough Steam Pumps

BOILER FEED

Size	Capacity	Will Supply	Steam	Exhaust	Suction	Discharge	Weight
5x2½x 6	26 gals.	100 H. P.	½	1½	1½	1¼	450
10x5 x12	102 gals.	500 H. P.	1¼	1½	3	2½	1600

DOUBLE PLUNGE MINE

Size	Capacity	Will Supply	Steam	Exhaust	Suction	Discharge	Weight
10x5 x12	102 gals.		1¼	1½	3	2½	1600
10x6 x12	147 gals.		1¼	1½	4	3	2100

PISTON MINE

Size	Capacity	Will Supply	Steam	Exhaust	Suction	Discharge	Weight
10x5 x12	102 gals.		1¼	1½	3	2½	

DEEP WELL

Size	Steam	Exhaust	Plunger	Bucket
6x12	¾	1	1⅞ to 3 in.	2¾ to 4¼ in.
6x24	¾	1	1⅞ to 3 in.	2¾ to 4¼ in.

Boyts, Porter & Co.

Connellsville, Pa., U. S. A.

M. M. COCHRAN, President. W. HARRY BROWN, Vice President. J. H. PRICE, Sec. and Treas.

WASHINGTON COAL & COKE CO.

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6,000 Tons Daily Capacity. Individual Cars

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CONNELLSVILLE COKE

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Low Sulphur Hard Structure

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JOSEPH SOISSON FIRE BRICK COMPANY

MANUFACTURERS OF

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BRICK

Special Shapes for Rectangular and Bee Hive Ovens, Furnace and Glass House Material.

Equipped to Take the Largest Contracts for Paving Brick.

High Grade Building and Enamel Brick.

Ship on all railroads.

DAILY CAPACITY 300,000

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CONNELLSVILLE, PA.

C. M. WOLFF, General Agent.

Hostetter Connellsville Coke Company

HIGHEST GRADE

Connellsville Coke

Furnace and Foundry Orders Solicited.

Branch Office, Carnegie Building, Pittsburg, Penna. BELL TELEPHONE, 694 COURT.

New 1916 List of Connellsville Coke Plants

Corrected to May 1.

Single Copies by Mail in Tube, 25 Cents; Larger Quantities at Less Rates.

Address THE COURIER COMPANY, Connellsville, Pa.

Standard Connellsville Furnace Coke

EXCLUSIVE SELLING AGENTS FOR 3,500,000 TONS ANNUALLY

THE BEST BRANDS IN THE REGION.

Contracts Filled With Good Coke When the Market Is High as Well as When It Is Low.

Good Service Saves Demurrage and Annoyance. First Class Inspection.

LARGE TONNAGE OF Low Phosphorus Coke FURNACE COKE.

SMELTER, FOUNDRY, HEATING COKE AND COAL.

PRODUCERS COKE COMPANY, FIRST NATIONAL BANK BUILDING, UNIONTOWN, PA.

COKE PRODUCTION IN THE U. S. IN 1915 AND DISTRIBUTION

Increased 20% in Quantity and 19% in Value Over 1914.

PENNSYLVANIA FAR IN LEAD

Having Produced 81.8% of All Beehive and 21.9% of By-Product Coke. Connellsville Region Furnished 72% of the Output of the Entire State.

According to the annual report of coke production in the United States in 1915, compiled by C. E. Lesher of the United States Geological Survey, and recently published, the total was 41,581,150 tons, valued at $105,503,868, an increase, compared with 1914, of 7,025,236 tons, or 20%, in quantity and $1?,169,651, or 19%, in value.

Of the total output 27,508,255 tons was beehive coke, a gain of 18% compared with 1914. By-product coke showed a larger gain, the total quantity, 14,072,895 tons in 1915, being an increase of 2,852,952 tons, or 25%, over 1914. The production of both forms of coke by states was as follows:

BEEHIVE.

States	Tons	Values
Alabama	1,001,477	$ 2,070,334
Colorado	670,935	2,242,153
Georgia	20,058	81,170
Kentucky	244 516	530,352
New Mexico	339,411	1,265,268
Ohio	19,101	62,416
Pennsylvania	22,530,567	43,303,821
Tennessee	273,705	611,281
Virginia	620,807	1,242,038
West Virginia	1,250 225	2,348,153
Other States	478,450	2,104,720
Totals	27,508,255	$56,045,548

BY-PRODUCT.

States	Tons	Values
Alabama	2,070,334	$ 5,458,890
Illinois	1,546,098	7 016,635
Illinois	1,0?3 998	7,013,625
Kentucky	211,581	709,847
Maryland	238,282	702,664
Massachusetts	94,438	....
Minnesota	27,817	475,952
New York	84,161	2,450 463
Ohio	65,557	2,071,517
Pennsylvania	3,0?2 295	9,362 197
Tennessee	23,268	62,733
Virginia	.....	....
West Virginia	341 211	412,337
Other States	1,252,523	5,273,923
Totals	14,072,895	$48,556,325

The foregoing shows very plainly the important place Pennsylvania holds among the coke producing states by both beehive and by-product methods. Of the 27,508255 tons made by the former process Pennsylvania produced 22,530,567 tons, or 81.8% of the total. This had a value of $43.303,821, or 76% of the value of all beehive coke made in the United States. At the same time Pennsylvania lead all other states in making by-product coke, producing 3,092,296 tons, or 21.9% of the total. This had value of $9,362.197, or 19.3% of all the by-product coke made in the United States. The combined production of beehive and by-product coke in Pennsylvania was 25,622,862 tons, or 61.5% of the total of all the states. its value was $52,667,018, or 49.9% of the aggregate value of all coke made.

Of Pennsylvania's production more than 72% was made in the Connellsville, Lower Connellsville, Upper Connellsville and Greensburg-Connellsville district in Fayette, Westmoreland and Indiana counties. The coke output of Pennsylvania increased 5,364,469 tons or 26% in 1915 compared with the previous year. The Connellsville district proper recorded an increase of 1,113,362 tons, or 27%; the Lower Connellsville district 1,765,638 tons, or 2%, and the Upper Connellsville and Greensburg-Connellsville districts 37,364 tons, or 6%. Coke from by-product ovens represented 12% of the total output of the state and was an increase, compared with 1914, of 42%.

The Allegheny mountain and Allegheny Valley districts produced 1,074,405 tons; the Pittsburg district, 2,552,42 tons and other districts, including Bedford Cameron, Clearfield, Dauphin, Delaware, Elk, Huntingdon, Jefferson, Lebanon and Northampton counties, in which most of the by-product ovens are located, produced 2,907,17 tons. The following table shows the coke production in the state from 1880-1915 inclusive.

Year	Ovens	Tons Coke	% Yield	Value per ton
1880	501	2,821,384	65.0	$1.86
1890	2400	8,560,245	65.6	1.19
1900	3548	13,357,295	66.0	2.22
1910	5656	26,315,607	66.7	2.10
1911	5404	21,023,935	66.7	1.96
1912	5356	27,438,603	66.5	2.05
1913	5558	28,753,444	66.6	2.36
1914	5476	20,258,293	66.9	2.10
1915	5456	25,622,862	66.9	2.06

The accuracy of The Courier's figures on estimated coke production in the Connellsville and Lower Connellsville districts are again confirmed by the very close agreement which is found between the tables compiled by the Geological Survey which are made up from official reports from the producers after accurate records of production are verified, and The Courier's tonnage which are computed from week to week from information received of the weekly operation of the several plants.

The Courier's records of coke shipments are embodied intact in the Survey report as has been the custom in its preparation for years past.

In his review of the trade condition of the year, Mr. Lesher has the following to say about the by-product oven and the progress of the industry:

"Since 1893, when the first by-product ovens were built in the United States, there has been a steady increase in the use of the by-product process in manufacturing coke, but it was not until 1915, with the advent of the war contracts for benzol and with the dye situation a matter of public concern, that those engaged in making and using coke came to a full realization of the wastefulness of the old process, recognized that the day of the beehive oven is passing, and that the future holds much of promise for the manufacturer of by-product coke.

"If further evidence was necessary to show that 1915 was a turning point in the history of coke, it is offered by the changes that are forecast in the Connellsville coke trade. For many years that area in Pennsylvania has been foremost not only in the United States but in the world as a producer of coke—practically all of it made in beehive ovens—and Connellsville coke has been the recognized standard. Although fully aware of the wastefulness of the beehive method, the iron companies and independent operators have been loath to erect expensive by-product ovens in the district, which it has been estimated contains a supply of coal of suitable quality sufficient for but 25 years. In 1915, however, some of the largest users of commercial coke decided upon the erection of by-product plants, doubtless inspired in large measure by the possible profits in the by-products. It is now evident that the trend in the near future will be away from the use of Connellsville beehive coke and toward the use of coke made in by-product ovens from Connellsville coal mixed with other coal. Connellsville coke will, of course, continue for years to be a large factor in the trade, more particularly in prosperous seasons, but in periods of small demand its importance will be greatly lessened after the proposed by-product ovens have been erected.

"The greatest progress made in 1915 was in the recovery of benzol. Equipment for the recovery of the oils of this type was installed at 15 by-product plants, thus increasing the number from 15 in 1914 to 30 at the end of 1915, and more than 16,600,000 gallons were marketed during the year. The benzol plants in operation or under construction at the end of 1915 are sufficient to treble the output, compared with 1914. Although the number of active by-product ovens was only 894 greater at the end of 1915 than at the close of 1914, the production of by-product coke increased 25 per cent. The passing of the beehive oven is indicated by the fact that only 727 ovens of that type were built in 1915, compared with an average of 1,258 for the five preceding years."

COMPENSATION'S FIRST YEAR

Awards Calling for Payment of Over $4,000,000 Were Made, Two-Thirds of Which Cover Fatal Cases.

Workmen in Pennsylvania, or their dependents, were assisted under the state compensation law to the extent of $4,372,156.97 during the first year of the operation of the state enactment. This is the aggregate sum paid out, or contracted to be paid out, under the law to employes not fatally injured or to dependents upon employes killed during the course of their employment.

Of this sum more than a million and a quarter of dollars has been paid in nonfatal cases, $147,281.54 was paid to dependents of employes killed in service, and these dependents are to get the additional sum aggregating $2,965,255.72 in payments as provided in the law.

From January 1, 1916, to December 31, 1916, there were 54,500 compensation agreements approved, which is in excess of the rate of 1,000 a week.

Of these 53,259 were nonfatal accident cases and 1,241 were fatal accidents. Compensation paid in nonfatal cases aggregated $1,259,619.71, and in fatal cases $147,281.54 was distributed to dependents. In addition $2,965,255.72 is the amount contracted to be paid to dependents in fatal cases, so that the total of compensation reaches the amazing sum of $4,372,156.97. The average payment of compensation in fatal cases is $2,388. Referees made awards in 479 cases. 220 were disallowed, 655 were discharged, 44 withdrawn and 332 are pending.

The figures show that 2,587 persons were killed, nearly half of this number losing their lives in the coal mines. The total number killed and injured being 251,488, or an average of 215 killed and 20,957 killed and injured each month. October had the largest number of fatalities, showing 287, while March had the largest total month a daily average of 999 killed killed and injured.

ANNUAL FRICK BANQUET

Operating Officials Will Meet at Greensburg Saturday Night.

Invitations have been issued by the operating officials of the H. C. Frick Coke company for a banquet to be held at the Greensburg Country Club Saturday evening at 7 o'clock. The affair is held annually by the officials of the company and is one of the largest gatherings of the kind in the county.

Superintendents of the various Frick plants in both the upper and lower Connellsville region together with operating officials will attend. In all the guests will number approximately 125 men, all experienced mining officials. Addresses will be made by several operating officials of the company. A special committee has been appointed to arrange for the banquet.

GET WAGE RAISE

Many Pennsy Clerks to Share in Road's Prosperity.

PHILADELPHIA, Jan. 16.—Following the most prosperous year in its history, the Pennsylvania railroad has increased the wages of a large number of its clerical force from 4 to 11 per cent.

The increase was in the nature of an adjustment, the selection of those to be raised being made by the various department heads. The increase, it is understood, will apply to the whole system as far west as Pittsburg and Erie.

B. & O. Embargo.

BALTIMORE, Jan. 12.—An embargo on all export trade through the port of Baltimore will be put into effect tonight by the Baltimore & Ohio officials.

LIST OF COKE OVENS IN

The Lower Connellsville District

With Their Owners, Address and Ovens in Blast Corrected to Saturday, Jan. 13, 1917.

Total Ovens	In Bl'st	Name of Works.	Name of Operators.	P. O. Address.
			MERCHANT OVENS.	
40	.....	Adah	Adah Coke Company	Uniontown
400	400	Alicia	W. Harry Brown	Alicia, Fay. Co.
293	293	Allison No. 1	W J Rainey	New York
200	200	Allison No. 2	W J Rainey	New York
142	142	American No. 1	American C'ville C. & C. Co	Pittsburg
240	210	American No. 2	American C'ville C. & C. Co	Pittsburg
40	.....	Amica	The Wilkey & Feather Coke Co.	Uniontown
42	.....	Bellevernon	Bellevernon Coal & Coke Co	Pittsburg
257	.....	Besco	Champion Gas Coal Co	Pittsburg
20	20	Browning	Browning Coke Co	Uniontown
60	60	Brownsville	Brownsville Coke Co	Uniontown
34	34	Burchinal	Smithfield Coal & Coke Co.	Smithfield
205	205	Century	Century Coke Co	Brownsville
40	40	Champion	Champion Connellsville Coke Co	Uniontown
120	120	Crystal	United Connellsville Coke Co	Pittsburg
236	236	Denbo	Reliance Coal & Coke Co	Pittsburg
402	402	Donald 1 & 2	Consolidated Connellsville Coke Co	Uniontown
166	166	Donald 3	Consolidated Connellsville Coke Co	Uniontown
149	149	Edna	Waltersburg Coke Co	Uniontown
52	52	Emory	Sunshine Coal & Coke Co	Uniontown
52	52	Finley	Jas. Bryne & Co	Uniontown
80	80	Fretts	South Fayette Coke Co.	Uniontown
119	80	Garwood	Adams-Connellsville Coke Co	Connellsville
65	65	Genuine	Genuine Connellsville Coke Co	Uniontown
200	200	Griffin No. 1	Bessemer Coke Co.	Pittsburg
200	200	Griffin No. 2	Hillman-Neff Coke Co.	Pittsburg
210	210	Herbert	Connellsville Central Coke Co	Pittsburg
40	40	Hillside	Westmoreland Gas Coal Co	Pittsburg
62	40	Hill Top	E. Connellsville Coke Co	Connellsville
104	116	Hoover	James E. Hoover	McClellandtown
38	38	Hope	Hope Coke Co	Uniontown
195	195	Hustead	Hustead-Semans Coal & Coke Co.	Uniontown
200	200	Isabella	Isabella-Connellsville Coke Co	Pittsburg
140	140	Katharine	Union Connellsville Coke Co	Uniontown
220	220	Lafayette	Atlas Coke Co	Helen
80	80	Leon	Franklin Coke Co	Mt. Pleasant
400	400	Lincoln	Lincoln Coal & Coke Co	Scottdale
40	40	Little Gem	The Dixler Coal & Coke Co.	Pittsburg
250	250	Low Phos.	Connellsville Central Coke Co	Pittsburg
84	20	Luzerne	Luzerne Coal & Coke Co	Pittsburg
64	44	Marion	Southern Connellsville Coke Co	Uniontown
132	67	Menallen	Menallen Coke Co	Uniontown
300	300	Mt. Hope	Mt. Hope Coke Co	Uniontown
60	60	Murphy	Edward Coal & Coke Co	Connellsville
100	100	Old Home	W J Parshall	Uniontown
480	440	Orient	Orient Coke Co	Uniontown
202	202	Puritan	Puritan Coke Co	Uniontown
50	50	Perry	Perry Coke Co	Pittsburg
72	72	Plumer	Plumer Coke Co	Uniontown
101	101	Poland	Poland Coal Co	Pittsburg
120	45	Rich Hill	Rich Hill Coal & Coke Co	Outcrop
80	.....	Rice	Rice Coal & Coke Co	Connellsville
303	303	Royal	W J Rainey	New York
50	15	Sackett	H R Sackett Coal & Coke Co	Smithfield
378	378	Searight	Taylor Coal & Coke Co	Uniontown
260	260	Shamrock	Fayette Coke Co	Uniontown
60	40	Solon	Prospect Coal & Coke Co	Uniontown
310	250	Sterling	Consolidated C'ville Coke Co	Uniontown
60	60	Sunshine No. 2	Lodone-Gruhout Coal & Coke Co	Masontown
400	390	Thompson No. 1	Thompson-Connellsville Coke Co	Pittsburg
400	304	Thompson No. 2	Thompson-Connellsville Coke Co	Pittsburg
520	258	Tower Hill 1	Tower Hill Connellsville Coke Co.	Uniontown
504	252	Tower Hill 2	Tower Hill Connellsville Coke Co	Uniontown
54	..	Virgie	Byrne Coal & Coke Co	Scottdale
600	600	Washington 1	Washington Coal & Coke Co	Dawson
600	460	Washington 2	Washington Coal & Coke Co	Dawson
78	78	Wineland	Banning-Connellsville Coke Co	Uniontown
60	60	Winmore	Wineland-Gilmore Coal & Coke Co.	Uniontown
58	58	Yukon	Whyel Coke Co	Uniontown
11,757	10,512			
			FURNACE OVENS:	
120	..	Atcheson	Republic Iron & Steel Co	Gans
100	100	Bridgeport	H C Frick Coke Co	Pittsburg
470	400	Brier Hill	Brier Hill Coke Co	Brier Hill
428	428	Buffington	H C Frick Coke Co	Pittsburg
600	594	Colonial No. 1	H C Frick Coke Co	Pittsburg
150	150	Colonial No. 3	H C Frick Coke Co	Pittsburg
300	300	Colonial No. 4	H C Frick Coke Co	Pittsburg
260	250	Dearth	H C Frick Coke Co	Pittsburg
500	490	Edenborn	H C Frick Coke Co	Pittsburg
200	200	Fairbank	Struthers Coal & Coke Co	Fairbank
400	400	Footedale	H C Frick Coke Co	Pittsburg
202	202	Geneva	Monessen Coal Co	Leetonia, O
200	200	LaBelle	Labelle Coke Co	Labelle
462	400	Lambert	H C Frick Coke Co	Pittsburg
516	460	Leckrone	H C Frick Coke Co	Pittsburg
244	..	Martin	Republic Iron & Steel Co	Youngstown, O.
30	30	Newcomer	H C Frick Coke Co.	Pittsburg.
400	400	Republic	Republic Iron & Steel Co.	Uniontown
350	350	Ronco	H C Frick Coke Co.	Pittsburg
5,8??	5,05?			

ESTABLISHED 1872. INCORPORATED 1904.

Eureka Fire Brick Works

Eureka Bradoc — Manufacturers of high-grade Fire Brick for Mill, Glasshouse, Rectangular, By-Product and Bee-Hive Coke Ovens. — E. F. B. Victor

DIFFICULT SHAPES A SPECIALTY.

Office and Works, Mt. Braddock, Pa. Bell Phone 49, Dunbar

BY-PRODUCT OVENS CAN PRODUCE ALL NITRIC ACID NEEDED

No Reason Why Government Should Build Plant at Cost of Millions.

INSUFFICIENT IN WAR TIME

To Produce Material Required and Would be In Danger of Destruction by an Enemy; Would Prove Detriment to the By-Product Industry.

Does the United States need a hydro-electric plant to produce the nitric acid so essential in making explosives? Congress, acting on the advice of naval and military authorities, has voted a large appropriation for a nitrogen plant to be operated by the government at Muscle Shoals, Tenn. Thomas C. Clarke, a New York civil engineer, who has built many coke ovens, contends that not only would such a plant be inadequate and unnecessary, but that it would be a positive obstacle to the development of a far better source of supply—the utilization of coal by-products, a large part of which now goes to waste. In spite of tremendous strides made lately in the building of by-product coke ovens, we are still behind Europe, which has been developing this industry and encouraging it, Mr. Clark says, with a view to use in case of war. Sulphate of ammonia, from which nitric acid may be obtained, yields the largest return of the by-products.

The government should at least give the industry the negative encouragement of letting it alone, Mr. Clarke contends. By establishing a hydro-electric plant it would be entering into discouraging competition with it, he says, for the plant would, 99½ per cent of the time, be making electrically produced hydrogen for fertilizer. In time of war the plant would be inadequate to produce all the nitric acid needed and would be subject to the danger of being blown up. Sources of supply distributed over the country would be better. War emergency could easily be met by commandeering the privately owned hydro-electric plants used by arrangements with the by-product coke oven industry.

Mr. Clarke, who is quoted at length in the New York Times, is a member of the American Society of Engineers and of the American Iron & Steel Institute, and was formerly general superintendent of the Lackawanna Iron & Steel Company, in charge of one of the largest by-product coke ovens in the United States, and five blast furnaces. Subsequently he was supervising engineer of the Deutsche Bank of Berlin, at South Bethlehem, Pa., in the construction of the Lehigh Coke Company's ovens, which were built to supply the Bethlehem Steel Company with coke.

For every ton of coal coked in the by-product ovens in the United States 25 per cent ammonia value or its equivalent is recovered. Mr. Clarke says. This sulphate amounted to 115,000 tons in 1910, and in 1914 to 190,000 tons, but by the impetus given to by-product oven building 1917 will see nearly 400,000 tons of the sulphate produced. Then why, he asks, do we want to build a hydro-electric plant to help an industry whose tonnage does not exceed 50,000 a year of 20 per cent ammonia, to the obvious detriment of an industry producing 400,000 tons per annum of 25 per cent ammonia, when in both cases we have to build additional plants to separate ammonia from its compounds and oxidize it into nitric acid?

Not only do the by-product ovens supply the means of making the nitric acid to nitrate the various bases used in making explosives, but they supply the bases themselves, Mr. Clarke says, yet we are not satisfied with their results, but want to foster an industry that produces none of these bases. He refers also to the numerous other by-products of the coke oven, the many dyes, medicinal chemicals, etc., that are obtained—a utilization so highly developed in Germany.

"We all realize now," he says, "that the building up of the German dye industry till it practically supplied the world's consumption was not entirely due to the desire for monetary gain, but was part of the big scheme of things we now call German efficiency, which has made the war really possible on its present scale. By subsidy and co-operation between German dye makers, bankers, and steamship owners, dyes were laid down at such a low cost to the consumer that production in other countries practically ceased.

"The result is that Germany today has many ammunition plants scattered through the country, for the dye plant is readily and economically converted to that use, and the bases of the dyes are the same bases used in high explosives. That is what the war taught the world."

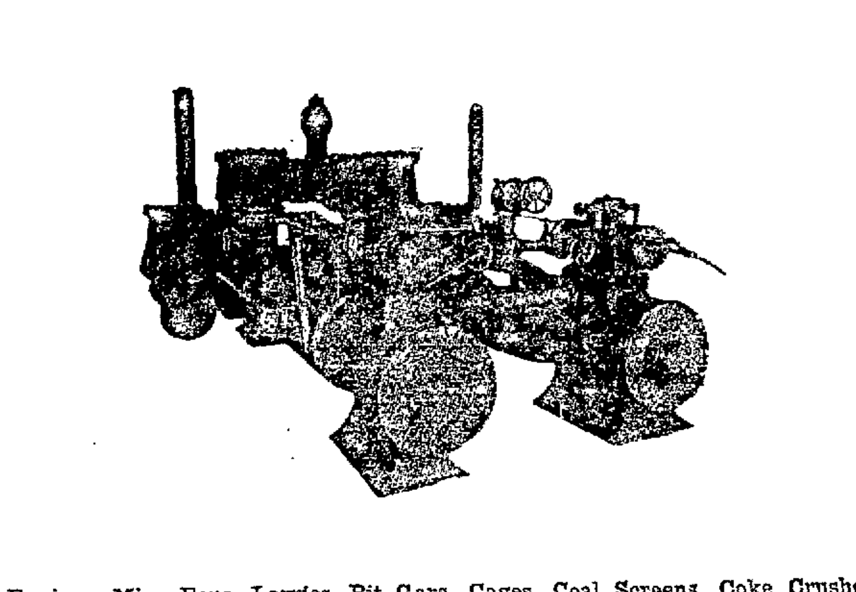
Rail Negotiations.

Domestic railroads are negotiating for about 60,000 tons of standard section rails.

Connellsville Machine & Car Co.

MANUFACTURERS OF

The Lafayette Duplex Pump



Engines, Mine Fans, Larries, Pit Cars, Cages, Coal Screens, Coke Crushers, Coke Barrows, Sheave Wheels, Drums, Universal Dump Cars and Complete

Outfits for Coal and Coke Works.

We carry in stock Machinery Supplies, Injectors, Pipe Fittings, Jenkins' Star and Standard Valves, Packings, Leather Beltings, Steel, Iron and Nails, Railroad Spikes, Splice Bar Bolts and Nut Locks, Machine and Carriage Bolts, Steel Coke Scraper Heads, Scraper Handles, Coke Oven Valves and

COKE HOSE.

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CONNELLSVILLE, PA.

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THOMPSON CONNELLSVILLE COKE CO.

800 OVENS. MONTHLY CAPACITY 50,000 TONS.

STANDARD CONNELLSVILLE FURNACE COKE.

WORKS: Thompson No. 1 400 Ovens, Thompson No. 2 400 Ovens, Near Republic Station, Fayette County, Pa.

CONNECTIONS: Pennsylvania R. R. Pittsburg & Lake Erie R. R. Baltimore & Ohio R. R.

PITTSBURG OFFICE: 2102 First National Bank Building, Pittsburg, Pa.

OUR COKE IS OF HIGHEST QUALITY. ANALYSIS FURNISHED ON APPLICATION.

As all of our drawing is done by the Mechanical Extractor, none of the Foundry Coke is eliminated. Purchasers are consequently assured of a uniform quality of Furnace Coke.

HERBERT Du PUY, President. JOHN C. NEFF, Gen. Mgr.

Connellsville Central Coke Co.

General and Sales Office, 1211 Empire Building, Pittsburg, Penna.

Works:—Low Phos. No. 1, Herbert No. 2, near Uniontown, Pa.

Standard Connellsville Coke

MONTHLY CAPACITY 32,000 TONS. P. R. R., P. & L. E. R. R. and B. & O. R. R. Connections

Coke low in Sulphur and Phosphorus and of strong physical structure.

Our Coke at HERBERT WORKS is made in LONGITUDINAL OVENS and is entirely mechanically handled, thus eliminating by screening all dust and dirt.

ANALYSIS FURNISHES ON REQUEST

Graceton Foundry Coke

Our Foundry Coke is unexcelled by any. Its low sulphur and ash and high fixed carbon make it superior to many. It has the ability to give high melting ratios in your foundry.

GRACETON COKE CO.

Graceton, Penna.

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Printing for Coke Company Offices and Works a Specialty

One Order will make you a Permanent Customer.

THE COURIER COMPANY

127½ W. Main St., Connellsville, Pa.

The Weekly Courier.

Entered as second-class matter at the postoffice, Connellsville, Pa.

THE COURIER CO., Publishers.
HENRY P. SNYDER,
Founder and Editor. 1879-1916.
K. M. SNYDER,
President.
JAS. J. DRISCOLL,
Sec'y and Treasurer. Business Manager
JOHN L. GANS,
Managing Editor.

Office, The Courier Building, 127½ W. Crawford Avenue, Connellsville, Pa.

SUBSCRIPTION.
WEEKLY, $2.00 per year; 5 cents per copy.

ADVERTISING.
DISPLAY rates on application.
READING NOTICES—Ten cents per line.
LEGAL—Ten cents per line for first insertion, and five cents per line for each additional insertion.

THURSDAY MORNING, JAN. 18, 1917

COURIER SERVICE.

Reference was made in these columns recently to the service newspapers render their patrons and the communities in which they circulate by means other than merely presenting a record of the day to day happenings and events. When that service is rendered with fidelity to the best interests of the paper's constituency there will not be lacking a proper measure of appreciation by its patrons. That such is true has, in the case of The Courier, found most remarkable confirmation.

Part of The Courier's service to Connellsville, Fayette county and the Coke Region is rendered through the medium of its weekly issue which is devoted to information relating to the coke trade. For 36 years past its reviews of the trade have been accepted in iron and steel and coke circles and by the statistical bureaus of the state and national governments as authoritative and accurate. Of the value of this information none is more competent to judge than J.F. Froggett, editor of the Daily Iron Trade and Metal Market Report, of Cleveland, a publication held in highest esteem by those interested in the marketing of iron, steel and other metals. In ordering extra copies of the Weekly Courier of January 4th, which contained the Annual Review of the Coke Trade of the Connellsville Region, Editor Froggett gives this much unsolicited and much appreciated testimonial:

> **This issue of your paper contains the most complete Connellsville coke review we have ever seen and is positively the best thing, we believe, you have ever put out.**
>
> **How the American iron and steel trade could get along without the Connellsville Courier and its splendid statistical material on the coke trade for one moment, we cannot imagine.**

From other sources have come no less hearty expressions of appreciation of the worth of the service The Courier is rendering its clientele in the realm of coke production and consumption, as this bears witness:

> **I wish to congratulate you on the Annual Review Issue of The Courier, which is as usual a very complete and authoritative history of the coke industry for the preceding year.**

And from still another is this:

> **The Courier of January 4th is certainly a great issue and the information contained in it is valuable and complete. As stated to another operator, I cannot think of anything omitted, or of any statement made regarding the various matters of interest to coal and coke operators which was not correct in every particular.**

The Courier is flattered to have its service measured by those so well qualified to gage the value of a publication to its patrons.

"RESPONDED NOBLY."

The operators of the Connellsville coke region, without distinction between those of the furnace and those of the merchant class, have always enjoyed a reputation for fairness and square dealing. This had been honestly earned and consistently maintained not only in their relations to each other, to their employes but to their customers as well, during the whole history of the region.

The twelve months just closed has furnished another example, and all the more conspicuous by reason of the extraordinary and unusual circumstances attending the trade of the year. Subjected to very great handicaps from labor shortage and inefficiency, car shortage, embargoes, freight congestions, and for the greater part of the year under the stress of an abnormal demand for their product, the operators put forth herculean efforts in an attempt to provide for their customers to the extent that was physically possible.

Oven operation was kept at a high percentage in an effort to produce the largest tonnage, but on account of the many drawbacks the practical efficiency of the plants was lower than usual. Notwithstanding the retarding influences, which were present in some form or other throughout the year, the region was able to surpass all previous records in point of output while demonstrating its ability, under normal conditions of labor and car supply, to do even better than it did.

In some quarters the coke consuming trade did not, at all seasons of the year, fully comprehend the difficulties under which the coke region was operating. Having troubles of their own some of the furnaces were at times disposed to shift the blame to the coke producers, especially when the labor shortage became so large a factor that sufficient coke could not be produced to supply the demand, or later when the car situation became so acute as to make it impossible for the railroads to haul the coke as fast as the region was able to produce it.

But on the whole the furnace interests have come to appreciate the fact that, after all, they had less reason to complain of the service of the Connellsville coke region than at different times during the year they thought they had. That this is the conviction now held in furnace circles we gather from The Cleveland Daily Iron Trade. Under the editorial caption of "Coke Operators Responded Nobly," our esteemed contemporary says:

> An astonishing volume of Connellsville coke was made and shipped in 1916, according to The Courier's figures. When it becomes possible for the Connellsville regions to ship 21,654,502 tons of fuel annually when the average rate of oven operations was 86.5 per cent for the twelvemonth, it shows that an even greater output is possible from these regions when producing conditions are normal, that is to say, when labor is no longer scarce and inefficient and cars are to be had in abundance. The steadiness of oven operation, which did not vary much as a whole, between 85 and 90 per cent, shows what can be done under pressure. The cases of the Connellsville ovens in the production of coke and the Great Lakes fleet in the tremendous carrying of Lake Superior iron ore last season are parallel. Both operated under extraordinary conditions and both made most astonishing records. Yet careful study of the figures would show that both not only duplicate these records in the present year, under like operating conditions, but they may even surpass them.
>
> While the prices of prompt furnace and foundry coke have darted upward in the past several weeks to high figures, yet neither has been as high as in former isolated instances. Nor for the entire year just closed did these prices average as high as formerly. The average price of all grades of Connellsville coke last year was $2.58, while in 1913 with an output of over 20,000,000 tons, the average for the year was $2.95 a ton at the ovens. Under all the circumstances, the Connellsville operators responded nobly to the extraordinary demands made upon them, nor did they exact the last penny for their fuel, as they might have done. Comparison with records of former years show this clearly.

The Connellsville operators fared less generously than their customers in the large profits which War Prosperity brought. They feel, therefore, that during 1917 they are fairly entitled to such larger share of the deferred benefits as will even up the disparities of the year 1916.

REVIVAL METHODS.

The Protestant chuches of the city have entered upon a revival campaign under somewhat different circumstances and auspices than a similar campaign was launched about a year ago.

Now the several churches are conducting the work simultaneously as units, each in its own way, but all in agreement as to general methods, objects and purposes. A year ago they had united as an association to promote a campaign along the lines of what has, with more or less disparagement to the cause, become to be popularly known as "professional evangelism." An organized, trained and highly specialized company of workers was brought to the city following a long period of preliminary preparation. A big tabernacle was erected by the joint efforts of the laymen of all the churches backing the enterprise and the campaign was conducted as a union enterprise.

There was a novelty in the features and methods of the evangelistic company which made an appeal to the non-church going public wholly unlike the present campaign. Vast crowds were attracted to the meetings and many conversions were reported to have been made. What has been the definite and concrete results of the Bob Jones campaign in point of permanent increase in membership, activity and efficiency of the several churches, the pastors have probably determined.

This year the revival campaign has nothing of a novel character or the attraction of big crowds assembled in one place of meeting to draw the attention of people or stimulate their attendance. The methods follow more nearly the usual and ordinary practises of the several churches hence the appeal they may make will be free of the spectacular features which are conspicuous in the big tabernacle meetings.

There will thus be afforded an opportunity to contrast the two methods. When the present meetings are concluded it ought to be shown which is the better adapted to reaching those outside the church—professional evangelism of the Bob Jones type or the more sedate and quiet, and perhaps more earnest and sincere, methods being employed by the individual churches. The difference in length of the campaign will not make a comparison altogether fair, but the merits of the respective methods will become manifest to a certain degree.

HOPE FOR THE BRIDGE.

The Direct-to-Dunbar bridge advocates have not given up the fight for this much needed improvement. It may be said, too, that those who know the staying qualities of the men behind the project, never for a moment expected them to lay down on the job.

Steps have been taken to have the disapproval of the grand jury set aside and the report of the viewers approving the erection of the bridge re-submitted to the grand jury at March court. If the petition for a re-hearing is granted another opportunity will be given to present to the grand jury the many and excellent reasons why this structure is in every way desirable and necessary as a means of communication between two very important sections of the county. The board of viewers were familiar with these reasons, as well as with the exact situation when they agreed upon their report of approval. At a re-submission to the grand jury, if granted, these facts can be presented again and perhaps with more effectiveness, in which case favorable action ought to result.

That such will result is the very earnest desire of the people of Dunbar, South Connellsville and that section of Dunbar township intervening. Connellsville has an interest second only to that of the sections to be immediately served by the proposed bridge and with them entertains the hope that the next grand jury will be differently disposed toward the proposition than was its predecessor at the December term.

The Kentucky mob very wisely concluded that it was not altogether safe to take the chance of "lynching the governor first." This was Safety First for both the mob and the governor.

MAIL ORDER CATALOGUES.

The merchant who fancies the proposed increase in the rate of postage on mail order catalogues, even if it becomes a postal regulation, will prevent their circulation is doomed to disappointment. These publications have made such an appeal, especially to dwellers in the country remote from large places of trade, that a heavier restriction than a few cents added to the cost of mailing them will be needed to stop their issue and distribution.

The most that may be expected of the revised postage rate is that this form of mail matter, which upon account of its present low rate, its great weight and bulk the government has been carrying at a loss, will be forced to pay more nearly what its transmission through the mails is worth. But for curtailing the business of the houses sending them out it is idle to expect it. Among country buyers by the mail-order method "there is," says the Fairmont West Virginian, "a distinct joy in thumbing the pages of one of these copiously illustrated bulky volumes of a dull winter evening in the places where there are no movies, and many dollars are coaxed out of well guarded hoards in the process. It would pay small merchants—and some large ones, too—if they also devoted a generous portion of their time to the study of these catalogues, for the gentlemen who compile them know the psychological side of merchandising even better than they know the practical side—and that is saying a lot.

"In the big cities where there are department stores the mail-order catalogue probably makes little or no appeal, but it is different where shops are ill kept, goods unattractively displayed and store service indifferent. What chance has the proprietor of such an establishment against the lure of the catalogue? The fifty million dollar mail-order corporations in Chicago and New York are the answer to that question."

Local merchants cannot hope, neither would it be wise for them to make the attempt, to drive the mail-order house out of business. They can, however, as our contemporary suggests, study their methods. By learning how to better adapt their establishments to local needs they can do much to draw a larger custom to the home store.

The country town newspapers make no attempt to compete with the big city dailies. By devoting their energies to cultivating their own field they have been able to so largely supplant their city contemporaries that the local communities have come to depend in a great measure upon the home paper as the chief source of their news. Applying the lessons newspapers have learned to a study of the mail-order catalogue, in its relation to their stores, home merchants should in time, be able to achieve relatively as much in their field in the matter of building up home trade, as the home newspapers have in theirs.

THE STATE CONSTABULARY.

A bill will be introduced into the Legislature at the present session authorizing an increase in the State Constabulary and an increase in the pay of the men.

As at previous sessions, beginning with the one by which the force was originally constituted, the proposed bill will very probably have the opposition of Democratic and certain other legislators who have never been friendly to this organization of peace officers of the state.

That these objectors have been unable to convince the public of the reasonableness of their arguments against continuing or augmenting the force, has been due to their persistent and obstinate refusal to understand the objects and purposes for which it was created, as well as to their failure to correctly inform themselves of the extent, variety and excellence of the service it has performed.

In Greensburg, which is the home station of one of the companies of the State Constabulary, its value in the suppression of crime and the detection of criminals is fully appreciated as The Tribune bears testimony in these words:

> The State Police has been an effective instrument for good in Pennsylvania. The well trained, well disciplined and well managed state policemen have assisted every department of the state government. The force covers some 54,000 square miles of territory and covers that immense territory in a most effective and efficient way.
>
> No call has ever come too early or too late for the members of the force, but there are more calls than there are men.
>
> A feeling of confidence and safety goes with the state policemen wherever they are called, or wherever they go on their regular inspection trips, and notwithstanding their excellent uses and important service the state has been actually stingy with them.
>
> When the State Police was originally established its purpose was not generally understood. The capable, ever-ready guardians were looked upon with suspicion by labor generally, but their work has been without prejudice. The suppression of crime has been their only duty, and they deserve more from the state than they have so far gotten.
>
> Major Groome's demand for more men should be heeded. The State Police is one of the best investments ever made by this great commonwealth. The bureau should be given more men, and the men should be given better pay.

Increase in the pay of the members of the force is but in line with the increases which have been granted in other lines of employment. Increase in their number is a necessity, not only because the force has always been inadequate to patrol with sufficient frequency the vast amount of territory it is required to cover, but with the policing of the highways, guarding against forest fires and protecting game refuges, its duties have become much more numerous and exacting.

Unless Governor Brumbaugh withholds the death warrant three boys aged 17, 18 and 19 will be electrocuted on January 22nd for murder, the Board of Pardons having for the third time decided that the great state of Pennsylvania shall bear the shame of their judicial murder rather than commute their sentence to life imprisonment.

An eastern minister makes the revelation that the proportion of women to men in heaven is about three to one, possibly five to one. Isn't this providing for too few women and rather more men than are entitled to admission?

They simply must have The Courier no matter what the price.

WINTER HEALTH "DON'TS."

In view of the really alarming increase in the percentage of deaths due to pneumonia and other diseases which frequently have their origin in a simple "cold," or are most generally prevalent in the winter months, it is becoming all the more necessary that all persons take every possible precaution to safeguard their health at this season.

These winter maladies, which are avoidable rather than inevitable, may be averted by observing a few simple rules, some of which have been enumerated by Dr. Wilmer Krusen, of Philadelphia's Department of Health, as follows:

> Don't fail to avoid intimate contact with persons having coughs or colds. If required to work in the same office or shop with persons known to have the grip, insist on proper ventilation of the room.
>
> Don't mingle unnecessarily in large crowds. Places of amusement and public conveyances owe it to their patrons to afford them reasonable safety and protection from avoidable infection by maintaining proper and effective ventilation.
>
> Don't spit on the sidewalk and in public places.
>
> Don't fail to use your handkerchief when coughing or sneezing.
>
> Don't forget that fresh air and sunlight are the best germicides. The night air is by no means harmful, as some folks will have us believe. In fact, it is purer than the day air, which is contaminated by dust.
>
> Don't neglect the ordinary 'cold in the head' for it may lead to more serious conditions.
>
> Don't rely on home remedies or patent medicines. Let your doctor prescribe.
>
> Don't fail to dress according to the temperature of the day.
>
> Don't forget that children and the aged are very susceptible to the influences of cold weather.
>
> Don't permit your resistance to drop below par by fatigue and excesses.
>
> Don't forget the frequently repeated warnings against the use of common towels and drinking cups and against kissing, especially during an epidemic of the grip.

These prohibitions are founded on reason and common sense and have proven their effectiveness. They can be observed by anyone without inconvenience or annoyance and vastly to the benefit of their own health and that of the community generally.

TIME TO PLAN.

The Courier has several times referred to Washington county and its good roads advocates as examples which the friends of improved highways in Fayette county can profitably follow. Over there they have a county organization which has been keeping in close touch with the proposition, as it affects Washington county, and just now it is beginning to agitate laying the ground work of a vigorous roads campaign for the ensuing season.

There has been some attempt to work out a comprehensive road plan for Washington county with a view to bringing about a well connected system of roads reaching the principal centers. This is being considered from the county standpoint rather than from the township or community standpoint, the belief being that the interests of the county as a whole will be best served in this manner.

Here in Fayette where we have not made good roads progress in as systematic a way as some neighboring counties have done, we are without a county organization to give direction and control to a county road improvement plan. At the December term of court Judge Reppert very wisely pointed out the necessity of providing connecting links between our sections of improved roads, otherwise the full benefits of them will not be realized or appreciated. A central organization, made up of the friends of road improvement in different parts of the county, more than any other agency, would better be able to carry out the court's suggestion along these lines.

Now would be a good time to get together, to perfect an organization and to discuss plans and confer with the county commissioners as to the work to be undertaken during the year, all with a view to developing Fayette county's road system along the lines that will serve the different communities to the best advantage, while adhering to a general plan adapted to the needs of the county.

EMBARGO MODIFIED.

The modification of the embargo placed by the Baltimore & Ohio railroad on the shipments of coke to points west of Pitisburg is a matter of much importance to the furnace coke producing interests in the Connellsville region and even greater importance to the furnaces which are supplied from this source.

On account of the falling off in coke shipments beginning the middle of December and continuing until last week, many furnaces in the Youngstown district and at other points served by the Baltimore & Ohio railroad were caught short of coke. A number were obliged to slow down and still others were compelled to bank.

With the slight clearing up in the freight movement last week additional coke moved through to consumers and they were able to resume operations. Had the Baltimore & Ohio embargo been continued for even a few days a large number of furnaces would have had to go out of blast for lack of coke, transportation and labor conditions having been such that very few of the them have been able to accumulate stocks of coke.

Now that coke is allowed to go through under the classification of perishable freight the furnaces will be able to continue in operation and in turn many ovens in the coke region will be kept in blast to furnish coke. In the present disturbed traffic conditions no one can foretell conditions from day to day and tomorrow or next week may develop a situation even more acute than that which made the laying of the shortlived embargo a necessity. This is all the more to be expected in case of a heavy fall of snow followed by very cold weather.

A bill has been introduced in Congress to give a weekly pension of $2 per week to every American citizen over 65, who is incapable of manual labor and whose annual income is less than $200. Another chance for the Democratic tax hunters.

They say it is actually safe to walk the streets of Uniontown—in daylight.

PAY OF JURORS.

The High Cost of Everything is developing many unusual demands for increases of wages or compensation for services.

The latest is a movement, originating in Allegheny county, to increase the pay of jurors one dollar a day. A bill for that purpose will be introduced at the present session of the Legislature.

On account of the general increase in wages in practically all kinds of employment it is argued that the pay of jurors should be correspondingly increased so that men, depending upon their daily wage, will be less disinclined to evade jury duty, as they frequently do because they do not feel that they can sacrifice their time and wages.

These reasons may appear weighty enough to the author of the bill but it is doubtful if an increase of one dollar a day in the pay will remove the objections many men have to serving on the jury. At the rates of wages generally prevailing the increase of one dollar a day in pay offers little attraction to men who are busy every working day and see in jury duty nothing more than idling away time hanging around the court house while waiting to be called on a case. Men in business requiring close daily attention look at the matter in much the same way. If it were possible to schedule the court proceedings so as to economize time, which is the capital of almost every class of men except lawyers, there would be less aversion to jury service by the average man and the question of compensation would be a matter of comparatively little importance.

It is true, as the Washington Observer remarks, that "we all must make some sacrifices in this life for the good of society and serving on the jury is one of those obligations we owe to society and which all good citizens should pay without a protest."

Citizens ought to have enough civic pride to discharge the obligations of which our contemporary speaks and the fact is that most men do have, but jury duty with its tiresome waiting and waste of time does not appeal to them in that way. Mere increase in pay will not popularize it.

THE GARBAGE CONTRACT

The Courier, just as does every good citizen of our city, sincerely hopes that the new garbage arrangement made by the city council will prove a success, differ though we may in our opinions of garbage collection and removal methods.

If the city council is willing to make another trial of a method which heretofore has been more conspicuous by its failure than by its success, and that method later proves to be just what we need in order to solve the garbage problem, The Courier will not be slighting in its praise or tardy in its bestowal. If, on the other hand, the new arrangement does no more than to repeat the early and recent history of garbage collections in Connellsville, we will try our utmost to refrain from repeating, "I told you so," while keeping our ear close to the ground to catch the first notes that may acclaim us a prophet not without honor in our own city and country.

There is apparently every promise that the new contractor will take hold of his work vigorously and prosecute it in a business-like way. He may be lacking in experience in this line but it is not so intricate or difficult that either special skill or knowledge is required. It is rather a question of close attention to details and adherence to a simple system and plenty of good hard work.

Former collectors have complained that their failure was largely, if not altogether, due to an inadequate enforcement of the garbage ordinance. As a result only a small portion of the householders in the city became patrons. These were insufficient in number to make the business profitable.

The new contractor is entering upon his work in good faith and no doubt upon the same assumption as his predecessors. That is, that the garbage regulations will be enforced, thereby insuring sufficient revenue to make the service worthwhile. It is therefore not only due him but is also fair to those who have in former years been steady patrons of the garbage collectors, that the city authorities stand behind the new contracter in the earnest effort he promises to make in establishing a thorough and systematic collection service.

Unless this is done there is little in the new arrangement to promise any material improvement over the former ones.

Uniontown's thrillingest safe-cracking film didn't appear on the screen. In fact it was so well screened that even the cops could not catch a glimpse of it.

Speaking of "crises" which have occurred with such frequency during the present Administration, do not they all fade into insignificance compared with the "leak" crisis?

Some of the wicked old timers who it was alleged profited by Congressional "leaks" appear to have been veritable pikers at the business in the light of later day allegations and claims.

Denying the allegations and defying the allegator is a vigorous pastime now being indulged by certain parties in Washington.

The automobile business in 1916 was second only to the business of the Democratic Congress in appropriating the people's money, both having passed the billion mark.

Connellsville coal men are keeping Connellsville on the coal map quite numerously, so to speak.

Captain "Tucker" Hunt, the Baltimore & Ohio veteran, ought to have been given the rank of Major to mark the 51st anniversary of his entry into the service.

The worst thing about Thaw's escape from Matteawan was that it happened too soon.

The war news from the Far East is beginning to read like passages from Josephus.

Latest statistics show that the money in circulation in the United States is $43.60 for each man, woman and child. Has every member of your family got theirs?

In their quest for still larger revenues to meet the necessities of "the most rigid economy" of the Administration, the Democratic tax sleuths propose lowering the income tax exemptions so as to include incomes of $1,000 per year. But why place any limit on the income exemptions? To be consistent why not stick close to the Democratic doctrine which inveighs mightily against discrimination of every kind and make levy upon pensioners, charity benficiaries and all others, children and adults, male and female, who have any income at all?

That Murphy avenue resident in making objection to the presence of the boys' shanties has not exaggerated the fire dangers these structures present. They should not be allowed to imperil the property of any neighborhood. And this is a good argument for playgrounds. Boys must have some place to exercise their fancy and employ their time. The playgrounds will afford them an excellent opportunity and without occasioning the fire risks always present in the improvised shanties they so delight to build.

To read of the deliberations of the Democratic ways and means committee of Congress these days one is reminded of the days when Republican congressmen were framing the McKinley and other tariff laws.

Congressman Rainey elucidates the brilliant proposition that, "Congress cannot devise a Protective Tariff that would yield the necessary revenue, because the more protection the less revenue." Everybody knows that the present Congress cannot devise any measure that will provide protection to American capital and labor. In any form but with the Underwood Near Free Trade law on the statute books why should the Democrats worry about revenue? It has been loudly boasted that this wonderful piece of economic legislation would provide more revenue because it provided less protection! Why the necessity to change it?

Why not place a graduated tax on the treasury deficit as a Democratic Tariff for Revenue Only measure? This promises to be a permanent fixture during the ensuing four years as well as holding to large figures. A tax on it ought to yield a huge revenue.

The Suffragists in their picketing of the White House are omitting words but not the acts.

In buying a $75,000 lot right in their midst that colored woman who has gained wealth through the invention and sale of a "hair straightener" for the belles of her race, has put a big kink in the temper and disposition of those comprising John D's exclusive Tarrytown colony.

That Connellsville sent 111 prisoners to the county jail last year against 72 committed to the same place by Uniontown, would indicate that Mayor Marietta was more solicitous in providing for the return to their home of the County Capital's prodigals than Mayor Bailey was in exercising a neighborly care over Connellsville's wanderers.

The reduction in the number of directors seems to be the only shrinkage the banks have suffered during the year.

Had several thousand worthless dogs been reduced to fertilizer last year Pennsylvania's wool clip would have very probably been several times the $1,550,000 for which it was sold.

Congressman Wood, who started the leak investigation, started in life as a harness maker. He must have lost his cunning at the trade for he has not been able to sew a buckle on Tom Lawson.

A good job awaits that man, preferably a Democrat, who can really demonstrate his ability to Keep the Suffragists out of or Away from the White House.

Henry Houck, the aged Secretary of Internal Affairs, as a member of the Board of Pardons plead and fought until brought to tears in his effort to spare the lives of the Jefferson and Mercer counties boys condemned to the electric chair for murder. With many years' experience as a school teacher Secretary Houck learned to know boys. With every normal minded citizen he believes that these unfortunates should have a chance to atone for their offenses by life imprisonment rather than that the state should exact the last pound of flesh through their electrocution.

In replying to President Wilson's peace note the Allies were careful not to shoo the Peace Dove so far away that it may not be coaxed back.

Note carefully that the German officials are saying that the peace talk is "postponed," not adjourned sine die.

Silent shadows slant athwart the White House lawn.

While the United States and Germany are reported to be aiming at a U-boat pact the U-boats keep on aiming for impacts on John Bull's boats.

Those voters who hold themselves to be so much better, more righteous and holier than their fellows are having their measure pretty closely taken these days, and not always by skilled politicians either. In an address in Washington some days ago Bishop Russell of North Carolina, paid his respects to this class of voters when he said: "I fear the saint in politics. I sometimes feel that I would very much like to be able to revise the Litany of the Saints. After 'All ye saints in heaven intercede for us' I would like to insert: 'From all the saints on earth, O Lord, deliver us!'"

The U-boat warfare scored 59 vessels last week. That is beating the pickle business by two points.

When it takes two Grand Army veterans, one living in Uniontown and the other in Smithfield fifty years to meet after their muster out, we are inclined to revise our opinion that the world is indeed very small. We now know that this applies only to some places in the world, such as Uniontown, for instance.

The "leak" investigation has precipitated somewhat of a deluge.

Out in Ohio an evangelist is preaching by telephone to those who do not care to take the trouble to visit the tabernacle in person. How will this plan work when it comes time to take the "free will" offering?

The sum of Democratic knowledge as to the needs of the Administration and the country is given in the frank admission of House Leader Kitchen who says, "All we know is that we must raise more money." And all that the Democratic Congress has learned is to spend money.

Over in London they are preparing to float a "Victory Loan" with which to bring the war to a glorious end. Will the celebration be in London or Berlin?

Believing the Democrats have a chance to elect a governor of Pennsylvania next year, providing they nominate a strong candidate, A. Mitchell Palmer modestly confesses that he measures up to the specifications.

The Mexican parley has ended and we are just as far from the end as we were at the beginning.

Looking Backward

News of the Past Condensed from the Files of The Courier.

FRIDAY, JANUARY 21, 1887.

The annual convention of the Miners' & Laborers' Amalgamated association convenes in Everson. J. A. Trimbath of Leith, being re-elected president of the association.

Rev. W. A. Edie of Beaver accepts the call of the Presbyterian Church and will assume the duties of the pastorate on February 1.

The colored folks hold a hop in the New Haven rink, for the benefit of the new colored band now forming.

James A. Nicholls, Baltimore & Ohio conductor, goes west and becomes connected with a Colorado mining company.

Captain Lloyd Johnston proposes to sell out his tobacco business and to retire.

Miss Elizabeth Bryerly, Water street boarding house keeper drops dead from heart disease.

Mormon agents operating in the coke region meet with little success, gaining but one convert through their efforts.

Forty-five converts are sworn in as soldiers of the Salvation Army at an exciting meeting.

A council of the Junior Order United American Mechanics is instituted in this place, starting with a membership of 37.

The new city hall is condemned as a postoffice site by an inspector. The building, it is said, was constructed with the fixed idea that the front room would be rented as a postoffice. J. S. McCaleb is to occupy it instead with his new foreign exchange.

The Perry township fox hunters plan a grand chase, but the fox is lame and the chase is tame.

Revival services are in progress in almost all the churches of the county.

James Cochran of Dawson purchased the famous Clydesdale stallion, "Highland Laddie."

L. H. Balsley Connellsville contractor, reports that slate roofs are gradually coming into favor here, and are to be greatly preferred to tin and shingle roofs.

W. L. Scott, Yough river coal operator, is said to be importing cheap Italian labor, and it is intimated that some of it will be sent into the coke region.

Scottish citizens here join with their Mount Pleasant countrymen in plans to celebrate the 128th anniversary of the birth of Robert Burns with a banquet to be held in the alter town.

FRIDAY, JANUARY 22, 1897.

Detailed report of the coke trade for the week ending Saturday January 16, shows a total of 17,990 ovens in the region, of which 8,817 are in blast, and 9,173 idle, with an estimated production of 100,795 tons.

Shipments for the week aggregated 6,131 cars, consigned as follows: To Pittsburg, 2,390 cars, to points West, 2,981 cars; to points East, 760 cars, an increase of 322 cars over the previous week.

Republicans aspiring to the office of burgess of New Haven include John B. Maloney, Samuel Johnston, William H. Berger, and Theodore F. White.

Council proposes to issue a license to one man who will have the exclusive right to post bills of all kinds within the borough limits.

The Knights of Pythias entertain their sisters and friends at Odd Fellows' hall, the musical program, rendered by Miss Josie Marietta, Mrs. J. A. Flenniken, J. S. Hahn and J. W. Howard, being followed by an elaborate lunch.

Miss May B. Johnston and Harry Dunn are married at the home of the bride, Rev. J. B. Risk of the Methodist Episcopal Church performing the ceremony.

A performance of "The Drummer Boy of Shiloh" is given by Captain George A. Munson's soldier boys of Company D and young ladies of town. William T. Reid and Miss Rhoda Sheppard take the leading roles.

C. M. Hyatt proposes to erect a new residence on the South side at the corner of Pittsburg at Pocahontas streets.

E. M. Penn is installed as councillor and Solomon Lepley as vice councillor of the local Junior Order United American Mechanic lodge.

Second Lieutenant Harry Dunn of Company D resigns. Captain Everhart Bierer of Company C, Uniontown, is detailed to conduct an election to fill the vacancy. Corporals George B. Snyder and Alex Johnston announce themselves as candidates for the office.

William P. Morton, William Dull, E. G. Hall and Harvey D. Sadr are Republican candidates for the office of burgess, while the Democrat suggestions are J. S. Bryner and W. S. Yard. F. O. Goodwin, Democrat, withdraws.

Mrs. Margaret Clark Davidson, former resident of Connellsville, dies in Beaver at the age of 67 years.

FRIDAY, JANUARY 25, 1907.

Detailed report of the coke trade for the week ending Saturday, January 19, shows a total of 23,727 ovens in the region, of which 22,256 are in blast, and 1,441 idle, with an estimated production of 286,944 tons.

Shipments for the week aggregated 14,650 cars, consigned as follows: To Pittsburg, 4,610 cars; to points West, 8,508 cars; to points East, 1,728 cars; a decrease of 1,728 cars from the previous week.

Coke shipments are reported bad because of heavy rains which demoralized the railroad traffic.

Letter carriers of Connellsville, Scottdale and Mount Pleasant form a permanent organization for mutual benefit, with J. E. Collins and C. H. Stouffer, both of Connellsville, as president and secretary, respectively.

Henry Osborn, old soldier and traveler, dies here in the lodging house of Harry Reynolds, on Water street.

J. W. Reeser, local superintendent of the Fayette County Gas Company, is transferred to Johnstown.

The trial of Harry K. Thaw for the murder of Stanford White begins in New York.

Mrs. Mary A. Shearer, 72 years old, dies at her home in Greenwood.

Reports gain credence that the Baltimore & Ohio will erect a new freight station here on the site of the old Hyndman building.

Edward Emery, who began his career in the Connellsville ticket office of the Baltimore & Ohio railroad, is promoted to the position of ticket agent for the same road at Allegheny.

J. D. Madigan is chosen president by the board of the Connellsville Steam Laundry Company; I. W. Ritter, vice president; H. A. Crow, secretary-treasurer and F. O. Goodwin, manager.

Thieves break into the Immaculate Conception Church, but are unsuccessful in their attempt to break open the big safe there, and leave without securing any spoils.

Austin A. Frazee of Pittsburg is called to be assistant secretary of the Y. M. C. A. here, and it is announced that he will assume his duties here on February 1.

Samuel Rankin, son of Dr. S. H. Rankin, falls on the ice on Crawford avenue suffering a broken wrist.

W. F. Soisson is elected president and general manager and V. H. Soisson secretary and treasurer of the Rock Coal & Coke Company operating the Cyrilla works at Lynn station.

H. J. Boslett is installed as grand knight; P. J. Tormay as chancellor; John Irwin as financial secretary; and T. B. Donnelly as warden, of the Yough council, Knights of Columbus.

ORDER OF HELPING HAND HAD HIGHEST KIND OF IDEALS

Purpose of Humanitarian Lodge Revealed in Court Trial.

BROWN SUING FOR $5,400

Colored Man Who Founded the Helping Hand Lodge Seeks Damages of Dawson and Vanderbilt Men Who Were to Finance the Kindly Organization.

UNIONTOWN, Jan. 16.—The circular of the "Supreme Order of the Helping Hand" was introduced as evidence and read to the jury today in the trial of the suit of Thomas Henry Brown, negro organizer of Vanderbilt, against W. H. Ramsey, H. B. Moore, James A. Smith and Dr. G. B. Roberts, prominent citizens of Dawson and Vanderbilt, which is being tried in Common Pleas Court before Judge J. Q. Van Swearingen. Alleging breach of contract, Brown sued these men to recover $5,400, with legal interest, which he claims is due him as organizer of the Supreme Order of the Helping Hand, of which the defendants were the backers.

The circular introduced as evidence and read to the jury by Attorney John Duggan, Jr., counsel for Brown, follows:

Supreme Order of the Helping Hand—This order was founded through the untiring efforts of Mr. Thomas H. Brown, lawyer and teacher, one of the most progressive men of his race. It has been the life ambition of Mr. Brown to build up an organization of this kind for his people, and through his friends who have agreed to finance the project, he is able to realize his desire.

Our Methods—It is our belief that banded together we can help one another, hence this organization. We believe in being kind to others; in being charitable and extend the Helping Hand to others in a Christian like spirit.

Benefits—The amount of benefits is regulated by the by-laws of the lodge. It is our duty to care for the needy. Your brother in your lodge should in all cases be your brother in your business. The Helping Hand recommends that the brother in business be patronized and in all cases stand by one another.

Initiation—After closing the charter of a lodge, the initiation fee shall not be less than $10, and the dues not less than 50 cents per month.

Founders of the Organization—The Order of the Helping Hand was founded by men of stability from a financial viewpoint who are also men of high moral character. They are the leading business men of their communities, and are interested in the work of Mr Brown as much because of its moral character as for any reason that can be ascribed. The work of Mr. Brown among the people of his race, in the communities in which these men live has had their attention for years and his success as a teacher among his people has worked such beneficial results, that the project of his going out among the members of his race to build up an organization world-wide in its application, has not only their moral but financial backing. Some of the men who are identified with the organization as backers of it are, Mr. H. B Moore, coal and coke operator; James A. Smith, William B. Ramsey, Howard Smith and others equally prominent in business.

The Order of the Helping Hand is the only fraternal brotherhood which pays $6 per week sick benefits for three months and $100 upon the death of a brother. In addition to this the social advantages derived from the organization as a member are worth more than can be calculated in dollars and cents, and to be a member of the Order of the Helping Hand is to be a member of one of the greatest brotherhoods ever organized, and it costs but 50 cents per month.

Don't fail to attend the institution of the lodge of the Order of the Helping Hand.

It is the intention of this Supreme Order to build a home to care for widows and orphans of members of this organization.

Brown, on the witness stand, today testified that the circulars were prepared and given to him by Messrs. Moore and Smith. His testimony today included statements regarding payments of money made to him by Mr. Moore and other defendants.

H. B. Moore, Dr. G. B. Roberts, James A. Smith and W. H. Ramsey, the defendants, testified later in the morning. The responsibility for the formation of the lodge was placed on Ramsey by Messrs Moore, Smith and Roberts. H. B. Moore, it was testified, was the financial backer.

Mr. Ramsey, who is a Pittsburg & Lake Erie conductor, testified that he had no special interest in the welfare of the colored race in organizing the Helping Hand brotherhood.

The charter of the order, which was introduced as evidence, was signed by the following well known residents of this section: Thomas Brown, Vanderbilt; H. B. Moore, Dawson; J. S. Laughrey, A. D. Blair, J. A. Smith, W. H. Ramsey and J. D. Morgan, Dawson; Howard Smith, Connellsville; Dr. G. B. Roberts, Vanderbilt; J. G. Shartzer, Dawson; E. E. Budd, E. T. Shields, C. C. Truxel, and J. H. Myer, Dickerson Run, and Logan Rush, Connellsville. It was granted October 9, 1915.

HAS NARROW ESCAPE

Youth Discovers Revolver and Accidentally Shoots Girl.

Miss Sadie Cope, 18 years old, employed as a clerk in the store of R. J. McGee at Dunbar, had a narrow escape from death Saturday afternoon when Angelo De Palma, 13 years old, an errand boy for the store, accidentally discharged an automatic revolver, the bullet grazing the girl's forehead and inflicting a small gash in the forehead and a scalp wound.

The revolver had been concealed behind the cash register by R. C. McGee, manager of the store, who purchased it some time ago following several raids made on the store by robbers. The De Palma boy found the weapon while Mr. McGee was out for a short time Saturday afternoon and although the youth removed the magazine, one cartridge remained in the gun which had been cocked.

Miss Cope was in a stooping posture behind the counter, some 15 feet away from De Palma, and she raised her head just as the gun was fired.

GIVE MUCH FOR WAR SUFFERERS

German Lutheran Congregation Contributed $200. Reports at Yearly Meeting Show.

During the year just closed, members of St. John's German Lutheran Church paid off $500 of the church debt and gave $200 for the relief of war orphans in the Fatherland and for the German and Austrian prisoners of war in Siberia, according to reports submitted at the annual congregational meeting yesterday morning. This was in addition to the regular expenses of the church, consequently it was considered a very successful year.

The income for 1916 was $2,100. The church debt is still $2,500. The following were nominated for church council: John Lerck, Fred Bachman, I. Fred Bachman II, Martin Schleicher, Nicholas Anthony, Wilhelm Rosenthal, Jacob Miller, Joseph Rusnak, Carl Bachman. The election will be held next Sunday. The books of the cashier and treasurer will be revised tonight by Carl Sanduski, Christ Kleabish and Joseph Rusnak.

The German Lutheran congregation consists of about 200 members of whom 150 or more are scattered in about 25 coke towns of the region between Tarr-Mount Pleasant and Brownsville-Masontown districts. For their benefit, the pastor, Rev. George Dietz, holds service once a month on Sunday afternoons at Uniontown, Scottdale and Morgan.

TELLS FARMERS TO WORK ALL LAND

Farm Agent Tells Some Straight Truth at Dawson Grange Dinner.

Over 107 persons attended the annual oyster dinner of the Dawson Grange, No. 419, held Saturday in Grange Hall in Lower Tyrone township. Dinner was served at noon and the remainder of the afternoon, up until about 4 o'clock, was taken up with addresses and music.

P. E. Daughtrty of Uniontown, Fayette county farm agent, spoke at length on the possibilities of Fayette county in agriculture. He stated that in Fayette county 85 per cent of the taxes were paid by coal men and that when the coal was all worked out the greater part of this bulk of the taxes would fall upon the farmers. For this reason he urged the farmers to work all their land which is possible.

Mr. Dougherty in speaking of the annual farm institute at State College mentioned Harry Hixon of Dawson, who stood second in the corn growing contest. Out of 15,000 essays Hixon's was second. It previously carried off first honors in Lower Tyrone township and as the result he was given a free trip to State College during the week of the contest. Other speakers were Rev. W. B. Purnell, Rev. H. A. Baum, Frank W. Jones and H. G. Colbert, the latter a member of the Lower Tyrone township school board.

INSTITUTE LODGE

Prominent Jews Here for B'nai B'rith Ceremonies.

What was probably one of the most notable events in many years among the Jews of Connellsville was celebrated Sunday when the order of the B'nai B'rith was instituted here. After the installation of officers of the new order, a banquet was held in Maccabee hall in the evening, and was attended by more than 100 of the most prominent Jews of this section.

The officers were installed by Frederick Jay of Newark, N. J., grand president of district No. 3; Marcus Feuchtwanger of New Castle, vice president, and Edward Hemple of Pittsburg. After the institution of the lodge, messages of congratulations and fraternal greetings, received from various sister lodges throughout the country, were read.

Dr. Rudolph I. Coffee of Chicago was the principal speaker at the banquet in the evening. Other addresses were made by the members of the grand lodge present, and by Elias Goodstein, of Uniontown; Armin H. Friedman of McKeesport; H. Kobacker of Mount Pleasant, and Meyer Morris of Scottdale. Harry Goldstone acted as toastmaster.

COMPANY D INSPECTED

Forty-Three Present When U. S. A. Officer Makes His Examination.

Forty-three members of Company D, Tenth Regiment, N. G. P., were on hand Monday night for annual federal inspection which was conducted by Captain J. K. Parsons, Third United States Infantry, of Rochester, N. Y.

The company was put through its paces by Captain R. S. Morton and Lieutenants John L. Robinson and Montgomery Dilworth. Visiting officers were Major Joseph Thompson of Beaver Falls and Lieutenant Chatterton of Company I, Greensburg.

The hospital corps will be inspected at some later date.

The inspecting officer made no comments upon the showing of the company. He reports to the War Department which later reports to the company commandant.

TALK BOND ISSUE.

South Connellsville Council has a Special Meeting.

South Connellsville council met in special session last evening. The meeting developed into a get-together affair, a general discussion on the contemplated improvements in paving and sewering the streets occupying the greater portion of the evening.

Members looked at the proposed $22,000 bond issue from all angles, and decided that a general reform in the street department of the borough would be necessary. They contemplate important changes in the personnel of the department.

Start the New Year Right
By subscribing to The Weekly Courier. $2.00 a year in advance.

BIG INCREASE IN VALUE OF STATE'S CROPS LAST YEAR

Potato, Hay and Tobacco Yield Worth 106 Millions.

HIGHEST PRICES ARE RECEIVED

Although Potato Crop Was Two Million Bushels Less Than Season Previous, the Average Price Was Far Higher and Farmers' Profit More.

The potato, hay and tobacco crops raised in Pennsylvania during the past season have a total valuation of $106,965,615, according to the estimates just announced by the bureau of statistics of the Pennsylvania Department of Agriculture. A year ago the same crops were valued at $77,541,300 and the increase of $29,424,315 shows a gain of 38 per cent in the value of the 1916 crops.

The potato production was almost two million bushels less than last season's crop but the average price per bushel has been $1.30 for a crop estimated at 18,564,000 bushels while last year's crop of 20,502,000 bushels sold for an average price of 80 cents a bushel. This shows an increase in the value of the potato crop of from $16,401,600 to $24,133,300. The average price obtained at this time covers the period of the past year and with thousands of bushels still being held and in many places selling at from $1.60 to $2.00 a bushel it is very likely that the value of the present season crop will be much larger than the present estimate.

The hay production during the past year was the largest ever known in this state, the estimate placing the yield at 5,241,270 tons as compared with 3,558,000 tons in 1915. There were 3,195,000 acres of hay harvested against 3,015,000 a year ago and the average yield was 1.64 tons to an acre against a yield of 1.18 tons an acre last year. In 1908 the average per acre was 1.5 tons but the bumper crop this season was far ahead. While the average price per ton was $15.90 last year the immense production has brought an average price of $14.50 in the state and the value of the crop is $75,998,415 as compared with $56,572,200 for the 1915 crop.

The tobacco production is estimated at 45,560,000 pounds on 34,000 acres as compared with a production of 45,675,000 pounds on 31,500 acres a year ago. The average was 1,340 pounds to an acre against an average of 1,450 pounds a year ago. The tobacco crop which is principally grown in Lancaster county suffered from the worms, several severe hail storms and some was caught by the early frost. But tobacco that averaged 70 cents a pound a year ago has brought an increase of 50 per cent in price and the average price per pound for 1916 was raised to 15 cents. The 1916 crop is valued at $6,834,000 as compared with $4,567,500 for the 1915 crops.

CAPT. JOHNSTON

Rounds Out Fifty Years as Member of Odd Fellows; Gets a Medal.

Captain Lloyd Johnston of the West Side, last Friday completed his fiftieth year as a member of the General Worth Lodge of Odd Fellows. Joining when he became of age in January 12, 1867, he has continuously been a member and passed the 50th milestone on Friday.

At a meeting of the lodge on Saturday evening at the Odd Fellows' hall, Mr. Johnson made application for the medal which is awarded an Odd Fellow who has been continuously connected with the order for 50 years. There have been but two medals given out to members of General Worth lodge since its organization; one to John Kurtz and the other was awarded to Captain J. M. DuShane.

The medals prepared by the grand lodge of the state are of gold. There is no fixed design to the medal. The different designs are kept by the state lodge and will be forwarded here at once that Mr. Johnston may make his choice.

After Mr. Johnston decides on his medal one will be prepared by the grand lodge and the presentation will be made by General Worth lodge here some time in the future.

ACCIDENTALLY SHOT

Girl Kills Infant Brother; Alleged Black Hander Held.

A 16 months old baby, the son of Mr. and Mrs. George Deninas of Brier Hill, was fatally wounded Monday evening about 8 o'clock when a revolver in the hands of the child's 12 year old sister, Mary, was accidentally discharged. The girl had been sent upstairs by her father, who is storekeeper at Brier Hill, to get the revolver because of alleged demands for $5,000 made by Joe Lopolinski, said to be a member of a Black Hand gang.

Mary, in toying with the revolver, discharged the weapon, the bullet penetrating the infant's head. The child died shortly after the shooting.

Lopolinski was arrested in the store by Special Officer Washabaugh and held for a Brownsville justice. A charge of threatening and surety of the peace was preferred against him by Deninas.

RESIGNS AS TELLER.

Conrad Gutbrod Will Leave Yough Bank After 12 Years.

Conrad Gutbrod will leave on Saturday for Pittsburg where he will take a position with the Metropolitan Life Insurance Company. He has resigned from the Yough Trust Company here.

Mr. Gutbrod has been with the local bank for almost 12 years and held the position of teller. His successor has not yet been named.

The Grim Reaper

JOHN MITTS.

John Mitts, about 72 years old, a well known retired Baltimore & Ohio engineer, and a veteran of the Civil War, died Tuesday morning at his home at Hazelwood following an illness extending back about two years ago. Mr. Mitts was born in Connellsville, a son of the late William and Martha Mitts of Connellsville. He entered the service of the B. & O. railroad about 37 years ago and the greater part of that time was an engineer. He was one of the best known engineers on the Pittsburg division, running for years on trains Nos. 5 and 6 and other through trains. He also ran on the C. & O. branch and prior to his retirement about two years ago on a pension, was engineer on the Versailles accommodation.

While working on the C. & O. branch Mr. Mitts resided at Confluence, moving from there to Versailles. For the past six years he had resided at Hazelwood. Deceased served three years in the Civil War. He was twice married. His first wife was a Miss Helms of Connellsville. He is survived by his second wife, who before her marriage was Miss Jennie Wiggington of Connellsville and 10 children, including Mrs. Rebecca Kauffman and Mrs. Rhoda Mitts of Connellsville and Joseph Mitts of Lemont, and two sisters, Mrs. Lyda Savage and Mrs. Julia Shipley, both of Connellsville, also survive.

MRS. MARY E. HERBERT.

Mrs. Mary E. Herbert, 56 years old, widow of George Herbert, and one of the best known residents of Dawson, died suddenly of heart failure Saturday morning at 4 o'clock. While she had been afflicted with heart trouble for the past five years she was able to be about up until a short time before her death. She was in Connellsville on Thursday and last night at midnight was apparently in her usual health. Funeral Monday afternoon at 1.30 o'clock from the family residence with Rev. H. A. Baum, pastor of the Cochran Memorial Methodist Church of Dawson, officiating. Interment in Cochran cemetery. Mrs. Herbert was a daughter of the late Thomas Sproat, who came to this country from Scotland, settling at Dawson. She was married to George Herbert, this being the first marriage license issued in Fayette county under the marriage license act. Mrs. Herbert is survived by the following children: Clyde, Paul, Margaret and Nellie Herbert all at home; William Herbert of Star Junction, and George Herbert of Dawson. Two brothers, Daniel Sproat, James Sproat and three sisters, Mrs. Elizabeth Murphy, Mrs. Polis Cable and Mrs. Thomas Herbert, all of Dawson, also survive. Mrs. Herbert had resided in Dawson virtually all her life.

MRS. SARAH J. ZIMMERMAN.

Mrs. Sarah J. Zimmerman, 67 years old, widow of Harry Zimmerman, Tuesday night at the home of her niece, Mrs. Walter Menefee in Crawford avenue, West Side, following a three weeks' illness of complication of diseases. Funeral Friday at noon from the Menefee residence and at 2 o'clock from the Methodist Protestant Church at Percy. Rev. L. A. Barnes of Fairmont and Rev. D. E. Minerd of Dunbar will officiate. Deceased was born in the West Side, and resided there until her marriage to Harry Zimmerman, who for a number of years was mail carrier from Uniontown to Dumonville. Mr. and Mrs. Zimmerman spent virtually all their life at Coolspring. Mr. Zimmerman died about two years ago and since then his widow had made her home with her niece, Mrs. Menefee. She was a member of the Methodist Protestant Church at Coolspring and was a sister-in-law of J. C. Marshall of Broad Ford. Mrs. Zimmerman was a daughter of the late Mr. and Mrs. Ebenezer Holliday of the West Side.

MRS. LINDIA JANE MILLER.

Mrs. Lindia Jane Miller, 49 years old, wife of Dempsey Miller, a well known resident of the West Side, died Sunday morning at her home in Blackstone avenue, Greenwood, following a lingering illness. Funeral Tuesday afternoon at 2 o'clock from the family residence with Rev. E. B. Burgess, pastor of the Trinity Lutheran Church, officiating. Interment in Hill Grove cemetery. Mrs. Miller was born in Springfield township, December 17, 1868, a daughter of Joseph and Martha Addis. In addition to her husband she is survived by four children, Maude, Pearl, George and Blanche Miller, all at home; three sisters, Mrs. Sarah Graft of Connellsville; Mrs. Nancy Herbert of Vanderbilt; Mrs. Mary Koontz of Ohio, and three brothers, James, Joseph and Eber Addis, all of Connellsville. Deceased was a member of the Trinity Lutheran Church and had resided in the West Side for some time past.

MRS. LILLIE COUGHENOUR.

of Harry E. Coughenour, died at her home at Poplar Grove Sunday night. Mrs. Coughenour was born September 30, 1884, at Mench, Bedford county. In 1906, following her marriage, she moved to Connellsville and resided here since. She is survived by her parents Mr. and Mrs. Gideon Price, six brothers and five sisters living at Mench, her husband and five children, the youngest being one week old. She was a member of the Christian Church in her home town, later transferring membership to the Evangelical church at Poplar Grove.

Funeral services were held Monday evening at 8 o'clock at her home at Poplar Grove. The body was taken to Mench on Baltimore & Ohio train No. 48, Tuesday morning.

ROBERT McKITTERICK.

The funeral of Robert McKitterick, who died Saturday at Somerset, will take place tomorrow morning from St. John's Roman Catholic Church in Uniontown. Mr. McKitterick resided virtually all his life in Uniontown.

PATRICK HILL.

Patrick Hill, 74 years old, a former well known resident of Dunbar, and known in Connellsville, died suddenly of heart trouble Sunday at his home in Canonsburg. Mr. Hill is survived by his widow, Mrs. Mary Aldenhart Hill and four children: Anna, Louise, Rose and George Hill, all at home. He has a number of relatives in Dunbar. The body was brought to Connellsville for interment.

RICHARD TURNBULL.

The funeral of Richard Turnbull, held Wednesday afternoon at 2 o'clock from the residence of his son-in-law, Guy S. Shaw in Tenth street, West Side, was largely attended by relatives and friends of the deceased from Connellsville and other points. Rev. R. E. Cairns of Pittsburg, a former pastor of the Methodist Protestant Church of this city, and Rev. W. H. Gladden of Greenwood, officiated. There were a number of beautiful floral tributes. The following sons-in-law of the deceased served as pallbearers: Joseph Weightman of Jeannette, Charles Anderson, H. M. Smurr and Guy S. Shaw. Interment in Hill Grove cemetery. Among the out of town persons attending were Mrs. Joseph Parkins of Roscoe, Mrs. Priscilla Wylie of Brownsville, Mrs. James Sinclair of Braznell, Mrs. Caroline Weightman of Saltsburg, Mrs. Jack Smith, Miss Bessie Smith and Mrs. Ann Mason of Pittsburg; John and Matthew Weightman of Jeannette, Mrs. Harry Tallentine of Tarr, Mr. and Mrs. David Bennett of Keister, Mrs. William Sneddon of Buflington, J. W. Turnbull of New York, Mrs. McLaughlin of Keister, Mrs. Fred Sillett of Oliver No. 3, Mrs. Robert Weightman and sons, Richard and Larkin of Greensburg.

JAMES J. WELSH.

The body of James J. Welsh, who died Thursday morning in Cleveland, O., arrived here Friday night and was Stader's establishment. Saturday it was taken to the home of Thomas Welsh, father of the deceased, in McCormick avenue, from which place the funeral took place Monday morning at 8.30 o'clock. Requiem high mass will be celebrated at 9 o'clock from the Immaculate Conception Church. Interment in St. Joseph's cemetery.

MRS. M. R. WATSON.

Largely attended was the funeral of Mrs. M. R. Watson held Wednesday afternoon at 1.30 o'clock from the family residence in Highland avenue and from the Methodist Protestant Church at 2 o'clock. Rev. J. H. Lumberison and Rev. T. M. Gladden, the latter pastor of the Methodist Protestant Church at Dunbar, officiated. Interment at Mount Auburn cemetery, Dunbar.

JOSEPH M. SILVIS.

Joseph M. Silvis, 76 years old, father of Levi Silvis of Scottdale, died Tuesday night at his home in Washington township.

FLORENCE JOHNSON.

Pneumonia resulted in the death of Florence Johnson, the one year old daughter of Mr. and Mrs. Jesse Johnson of Mill Run, Friday. Funeral Sunday morning at 11 o'clock from the house, with interment in the Baptist cemetery.

HENRY BUCHHEIT.

Henry Buchheit, 67 years old, a retired H. C. Frick company pensioner, died at his home in Owensdale Thursday. Deceased was for many years an employe at the old Summit works but had been retired on a pension for some time. He resided in Owensdale most of his life. Seven children survive. They are: John A., of Uniontown; Mrs. Albert Ottenberg, of Adelaide; Mrs. Gerald Enos, of Akron, O.; Hannah, Henry, Jr., Christ and Adam, all at home. No arrangements have been announced as yet for the funeral.

THOMAS JOBES.

The funeral of Thomas Jobes, who died Wednesday morning at his home at Dunbar, took place Friday afternoon at 2 o'clock from the Methodist Protestant Church at Dunbar, of which Mr Jobes was a member. Rev. T. M. Gladden, the pastor, assisted by Rev. W. H. McKiveen, pastor of the Baptist Church, officiated. Mr. Jobes was 80 years old and a veteran of the Civil War. He was born in Dunbar township and in 1861 was married to Nancy Wood, who died in 1894. He is survived by the following children: J. W. Jobes of Uniontown; Daniel Jobes of Mount Braddock; John and Luther Jobes of Dunbar, and Miss Sadie Jobes at home. One brother, Daniel Jobes of Dayton, O., and two sisters, Miss Ellen Jobes of Uniontown, and Mrs. Jane Mackey of Hopwood, also survive.

WILLIAM ULERY.

William Ulery, 66 years old, a well Thursday following an illness of yesterday following an illness of pneumonia. Funeral from the house tomorrow afternoon at 1 o'clock with interment at Donegal. Deceased is survived by his widow and four children, including Mrs. Emery Anderson of Jones Mill; Charles Ulery of Stahlstown, and George Ulery of Scottdale.

JEREMIAH ZEPP.

Jeremiah Zepp, 89 years old, one of the pioneer railroad men of the Baltimore & Ohio railroad, and for a half century in the service of that company, died January 9th at the home of his son, J. A. Zepp at Martinsburg, W. Va. For many years Mr. Zepp was an engineer.

CHARLES CYRUS RAMSEY.

Charles Cyrus Ramsey, president of the Crucible Steel Company of America, died Thursday morning at the Allegheny General Hospital, Pittsburg, following a six weeks' illness of pneumonia. Mr. Ramsey rose from stenographer to the presidency of the Crucible Steel and its allied companies. He was recognized as one of the foremost of American experts in steel business.

LAFAYETTE SHORT.

Lafayette Short, a former resident of Dawson and well known in this section, died at his home in New Castle Monday afternoon.

Deceased left Dawson about 18 years ago. At New Castle he was employed as foreman in the Pittsburg & Lake Erie shops. Besides a widow and family, he leaves three brothers, John, of Dawson; William, of Star Junction, and Nelson, of Kansas. He was about 55 years old.

MRS. MARY E. HERBERT.

Rev. H. A. Baum of the Cochran Memorial Methodist Episcopal Church at Dawson, officiated at the funeral of Mrs. Mary E. Herbert, held yesterday afternoon at 1.30 o'clock from the family residence at Dawson. The funeral was one of the largest held in that vicinity for some time, the house being filled with relatives and friends of the deceased. The following nephews of Mrs. Herbert served as pallbearers: Earl Herbert, Frank Herbert, Richard Herbert, Daniel Murphy, Hickson Sproat and James Sproat. Interment in Cochran cemetery.

CHARLES KORTRIGHT.

Relatives of Charles Kortright, who was burned to death at Sebring, O., were located in Mount Pleasant yesterday by Lieutenant J. C. Bailey of Greensburg, of the Pennsylvania railroad detective force. Kortright, who was burned to death with other companions when a shanty in which they were sleeping was destroyed, was a brother of George Kortright of Mount Pleasant.

DR. JAMES LOGAN BROWN.

Dr. James Logan Brown, 72 years old, died Saturday morning at his home at Pleasant Unity following a stroke of paralysis. Dr. Brown was a member of the Westmoreland County Medical society. His widow, one son and one daughter survive.

ORVILLE HAGER.

Orville Hager, 29 years old, died yesterday at the home of his parents, Mr. and Mrs. John Hager at Keister following an illness of typhoid fever. Mr. Hager was a fireman on the Pittsburg, Virginia & Charleston railroad and was taken ill in Brownsville.

MARY F. FYALKOVICH.

Mary F. Fyalkovich, three years old, daughter of Mr. and Mrs. Andy Fyalkovich of Trotter, died Tuesday morning following an illness of pneumonia.

E. H. GROW.

E. H. Grow, 6 years old, died Thursday morning, January 11 in the Homestead Hospital of injuries suffered December 23 when he was run down at Bucks Run, Pittsburg, by an automobile owned by Kauffmans of Pittsburg. The body was brought to Dunbar and removed by Funeral Director J. N. Burhans to the home of Mrs. Ada Seamans, a sister of the deceased, from which place funeral services were held Sunday afternoon at 1.30 o'clock. Rev. Humbert, pastor of the Methodist Episcopal Church, officiated. Mr. Grow is survived by one brother, W. K. Grow of Pittsburg, and three sisters, Mrs. S. F. Sullivan of Brooklyn, N. Y.; Mrs. J. C. Stauffer of Meadville and Mrs. Ada Seamans of Dunbar.

JOHN PONTI.

John Ponti, 72 years old, an Italian farmer and musician, died Monday at his home on a farm near Mill Run. Funeral Thursday afternoon at 1:10 o'clock. Deceased was an accomplished baritone player. In his native country he was a member of a band that played frequently for the king of Italy and the late Emperor Franz Joseph of Austria. He was a member of the Mill Run Cornet band since its organization. On coming to this country, Ponti settled in Indiana. Several years ago he sold his holdings near Greenfield and came to Mill Run, purchasing the Robert Wortman farm which he continued to operate up until the time of his death. He is survived by his second wife and several children, including Mrs. Nellie Krepps, wife of H. C. Krepps of Mill Run, and James Ponti of Mill Run. Mr Ponti was a member of the Presbyterian Church.

THREE ESTATES ARE DISTRIBUTED

Judge Work Apportions Property in This Section of the County.

Distribution of $5,485.45 was directed by Judge J. C. Work in the Mary V. Davis estate, in an order handed down Monday in Orphans' court. Mrs. Davis, the widow of the late Solomon Davis, died in Dawson May 14, 1915, intestate and childless. The distribution is to be made as follows:

Citizens Title & Trust company, trustee, for care of lot in Cochran cemetery, $100; A. D. Newcomer, $47.52; Arthur G. Newcomer, $47.62; Elizabeth Ball, William Ball, Eli Ball, Jessie Ball, Daisy Vance, John R. Davis, Lizzie A. Wilson and Solomon D. Davis, each $651.27.

Distribution in seven other estates was directed by Judge Work. Among the orders handed down were those in the following estates:

Estate of Hannah Shiery, who died in Bullskin township March 15, 1909; distribution of $3,000.58 directed as follows: Elizabeth Shiery, Matthew Shiery, Dore Shiery, George Shiery, Henry Shiery and Rebecca Shiery, each $500.09.

Estate of Jacob W. Ritenour, who died June 15, 1915, in Springfield township; distribution of $1,362.94 directed as follows: E. D. McCaulley & Son, $100; trustees of the United Presbyterian Church of Pleasant Hill $72.95; Mrs. Eliza J. Dunstan, $196.80; Orrar Barnhart, $449.75; Charles J. Ritenour, $229.11; Mrs. Eliza J. Dunstan, Charles J. Ritenour, Arabelle Barnhart, Joseph Ritenour, Mrs. Susan Jordan, Mrs. Laura Wheizell, Mrs. Hannah Barclay, Mrs. Debbie Emerhizer, each $38.51.

Assumes Supervision.

Miss Ella Peach yesterday assumed direct supervision of the Uniontown schools, following the departure of Dr. F. W. Wright for Boston.

Subscribe for The Weekly Courier, $2.00 per year, in advance.

25 SPEND ENTIRE NIGHT IN PRAYER AT M. E. CHURCH

First Service of Its Kind Here Proves to be Very Successful.

PASTOR IN CHARGE PLEASED

Rev. G. L. C. Richardson Recommends the All Night Service to Other Pastors; Second Week of Simultaneous Evangelistic Services Begins; Notes.

Twenty-five loyal members of the Methodist Episcopal Church spent all of Saturday night in prayer at the church and the first all-night prayer meeting ever held here was declared a success by Rev. Richardson and his followers. Thirty persons were present when the meeting started and people kept coming and going all through the night. When the service came to a close at 6 o'clock Sunday morning there were 25 on hand.

"It was one of the finest experiences of my life," said several who were present. This program was carried out:

First hour, a praise service in which all took part; second hour, prayer for "ourselves;" third hour, prayer for the backslider; fourth hour, prayer for all the churches and pastors in the city; fifth hour, prayer for our own church; sixth hour, prayer for the officials in all the churches in the campaign; seventh hour, prayer for the campaign as a whole and our part in particular; eighth hour, address by the pastor on "Soul Travail;" ninth hour, prayer for temperance, our pastor, overthrow of wickedness in the community. The meeting closed with prayer for the Sunday's work.

Several boys and girls were present all night. A father and daughter from South Connellsville stayed all night. Rev. Richardson says he recommends the all-night meeting to other pastors.

Seventy-five men heard a fine address Sunday afternoon at the Methodist Church on "The Pentecostal Equipment For Service," by Dr. James M. Thoburn.

A large and enthusiastic audience was present last night. Rev. Richardson preached on "Thou Art Not Far From the Kingdom." The large chorus choir was at its best.

At the First Baptist Church Sunday night, Rev. Wilbur Nelson, the pastor, preached an eloquent sermon on "The Four Kinds of Soil." The first of a series of sermons on "The Parable of Jesus," to be continued this week. Special music was rendered by the church choir. The congregation was unusually large.

WITHDRAWS PLEA

Former Proprietor of Connellsville Store to Stand Trial for Arson.

Herman Iszak, indicted on charges of conspiracy, arson and setting fire to a building to defraud the insurer, on Saturday afternoon withdrew his plea of guilty and gave bail for the March term of court.

Iszak had been brought before Judge J. Q. Van Swearingen at Uniontown for sentence, when his honor expressed himself very strongly in regard to the request for leniency presented by Iszak. "The court is not going to stand for a man coming in and saying that he is guilty of everything he is charged with and then asking for leniency," said Judge Van Swearingen. Iszak's attorneys had asked that the defendant be admitted to parole or sentence suspended.

Iszak, who is a resident of McKeesport, was accused of setting fire to a store room in the Weihe Building here, and of having conspired with Harry Schwartz to burn the building in order to obtain the insurance. A signed confession, admitting these charges, was read to the court by District Attorney S. John Morrow.

Iszak not long after the fire told the officials of the state fire marshal's department, who investigated the occurrence, that insurance was taken out in his name on the Union Market Grocery Company, and that Schwartz told him to go away a week before the building was ignited in order that he would not be suspected in connection with the fire. In the same building with the store there are apartments with 32 rooms, in which many persons were sleeping at the time the store was fired.

Attorney Friedman read to the court Saturday a number of letters from well known McKeesport persons, stating that Iszak's reputation in his home town was above reproach, Judge Van Swearingen stated that upon the plea of guilty to the charges, the man would be sentenced. He said that if he so desired, the court would permit him to withdraw his plea of guilty and stand trial at the next term of court. After a conference with his attorneys, Iszak withdrew his plea of guilty.

SLIGHTLY INJURED.

Laborer Falls to Bottom of Bin When Ore Gives Way.

Jacob Warman, a laborer employed at the Dunbar furnace, had a narrow escape from serious injury or death Sunday morning about 1.20 o'clock, while engaged in pounding loose frozen ore. A pile of ore, one which he was standing, gave way, precipitating him to the bottom of the bin, causing a pointed steel bar that he was using to strike him in the abdomen.

Fortunately the two wounds were not serious. The attention of a physician was necessary.

Two of Them Died.

Ten large turkeys, received from the state preserves, near York arrived in Ligonier, recently, consigned to Game Protector N. W. Shawley, for the Ligonier preserve. The birds were liberated at once, but two have since died, presumably from injuries sustained in course of shipment.

COMMITTEE NAMED TO FIX THE PRICE OF GARBAGE TEAMS

M. Derencin to Buy Them as Soon as Agreement is Reached.

CONTRACT TO BE DRAWN UP

Council Agrees to Mr. Derencin's Plan to Take Over Garbage Plant and Solicitor Higbee is to Draft Agreement; Special Session of Council.

At a special meeting of council Friday night, the proposal of M. Derencin to take over the city garbage plant and operate it and to buy the city's teams was accepted. Solicitor E. C. Higbee was directed to draw up a contract from data submitted to him by M. B. Pryce, director of public safety, and it was decided to have a committee composed of Mr. Derencin, Mr. Pryce, City Clerk A. O. Bixler and Street Inspector William McCormick confer upon the price for the teams.

Mr. Derencin had originally proposed that he choose one man and the city one man and that the two appraise the stock but he said he was satisfied with the new arrangement. "The city doesn't want to rob me," he said, "and I don't want to rob the city."

Mr. Derencin is ready to make a payment when he signs the contract and to give notes for the balance, as well as bond himself to comply with the terms of agreement.

While the contract between Mr. Derencin and the city is not formally signed up, it is not likely that there will be any hitch unless there should be a disagreement over the price the latter is to pay for the teams. He says he knows just what he wants to pay and appears to have made an investigation into the present value of the stock.

Director Pryce brought up the matter of compensation insurance, recently awarded to Shaw & Barner. He said that this policy provides for payment of compensation beginning two weeks after the holder is injured. The insurance covering the volunteer firemen, he said, starts the day of disability and, at that, does not cost as much as that protecting the regular city employes. He and Mr. West were directed to take the matter up with the agents. The city has not yet paid for the insurance.

Mayor Marietta reported having investigated the request from the Tri-State Candy Company and Boyts, Porter & Company for a fire plug near their plants. He said he felt sure a plug was necessary. There is one, he said, in front of the Boyts, Porter & Company plant but the next nearest one is on Peach street in front of the Hood property. It was decided to place a hydrant about opposite the alley near the Tri-State factory. Formal action will be taken at the next regular meeting of council.

Charles Weihe was present to present facts in connection with his request for a revision of the assessment upon the Weihe building, corner of Pittsburg street and Crawford avenue. The matter was not taken up because Mr. Duggan, with whom he had talked the matter over, was not present.

The budget ordinance and those fixing the salaries of city clerk, street inspector, police, firemen and city stenographer, were passed finally.

New resolution blanks were authorized to be printed.

All members were present except Mr. Duggan. This was a rare occurrence, for Mr. Duggan rarely misses a session.

WANT SCHOOL FLAGS

G. A. R. Here to Work for More Evidences of Patriotism.

A resolution adopted Friday by the William Kurtz Post, No. 104, G. A. R., askes that the county school directors purchase flags for all the school buildings and fling them to the breeze every day the weather permits. The request is in accordance with the school code, which requires the national emblem to be floated at the flagstaff of every school. The resolution reads:

"The William Kurtz Post, No. 104, G. A. R., respectfully requests the school directors of Fayette county to see that our national flag, the emblem of freedom, floats from every school house in Fayette county, in compliance with the state school code, No. 629, to teach the rising generation love and loyalty to the Star Spangled Banner, and the principles of freedom and justice."

W. P. Clark and Henry Kurtz were appointed to confer with the Ladies' Circle of the G. A. R. on a celebration to be held on Lincoln's birthday.

Captain E. Dunn installed officers of the Post for the ensuing year. A bugle has been purchased and Bugler Lyman Strickler sounded the different calls.

BOY SENT HOME

Morgantown Youth, Who Ran Away, Wants to Be Sailor.

Edward Klein, 17 years old, a "runaway boy," was caught here Friday by Baltimore & Ohio Officer John Williams. When it was found that he was on his way to his home in Morgantown, the police here got in touch with his parents, Mr. and Mrs. John Klein, at Morgantown, who provided the railroad fare for his return.

Young Klein had gone to Philadelphia when he left home, and there got in touch with naval recruiting officers. He was informed that he would be received into the navy if he could get permission of his parents. He immediately started for home and got as far as Connellsville, where he stranded.

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CHURCH TRUSTEES ENJOIN A PRIEST

They Seek to Prevent Him From Interfering With Them in Their Official Capacity.

UNIONTOWN, Jan. 13.—Upon presentation of a bill in equity to Judge J. Q. Van Swearingen in chambers today, a preliminary injunction was granted restraining Rev. J. D. Kreshka, pastor of the Russian Orthodox Greek Catholic Church, St. Peter and St. Paul, of New Salem, and five other defendants from interfering with George Berdar, John Yavorskyn, George Berdar, Jr., George Miterko and Mike Miterko from performing their duties as members of the board of trustees of the church. Claim was made by the plaintiffs, the members of the board of trustees, that the priest had attempted to remove them by the appointment of their successors, who are to be qualified tomorrow.

The Russian Orthodox Greek Catholic Church, St. Peter and St. Paul, is the new church at New Salem, and was organized following a split in the Roman Catholic Church there about four years ago after the memorable church riot.

According to the bill in equity the church was organized on August 5, 1915, and at the time of the organization the following trustees were elected for the first year; George Berdar, John Yavorsky, Nick Studenyak, Adam Adams, George Berdar, Jr., George Miterko, Charles Bryan and Mike Miterko. Studenyak and Adams have removed from the parish and are no longer members of the church. Charles Bryan has resigned as trustee. No successors to fill the three vacancies have been chosen and the five remaining members of the board of trustees are still acting in that capacity, the bill in equity relates, and today are the legally qualified trustees of the corporation.

PROBE TWO FIRES

Barn and Residence on P. Bufano's Farm Are Burned Down.

Investigation is being made of two fires that have occurred on the farm of P. Bufano on the hill back of South Connellsville within the last month. A barn there was burned about three weeks ago and this week when Mr. Bufano went there to have the insurance adjusted, the house was found to be missing. It had been burned to the ground and inquiry develops the fact that the fire was on January 2. Mr. Bufano's total loss is about $3,300.

The farm on which both buildings were located was worked by an Italian tenant. It is said that he had trouble with some fellow countrymen, following which his barn was burned and later the house. He had moved to other parts, however, when the residence was burned.

Few, if any, knew of the second fire until Mr. Bufano discovered it. The farm is part of South Connellsville borough although it is some distance away from the town proper.

PERRY BANK ELECTION

Same Directors and Officers Are Chosen For 1917.

At the annual meeting of the stockholders of the First National Bank of Perrypolis Saturday morning directors for the ensuing year were re-elected as follows: Dr. J. L. Cochran of Connellsville; M. E. Townsend of Flatwoods; J. H. Price and M. E. Strawn of Dawson; M. M. Cochran of Uniontown; C. T. Davidson and Howard Adams of Perrypolis.

Following the stockholders' meeting the directors met and reorganized by re-electing M. M. Cochran, president; Dr. J. L. Cochran, M. E. Strawn and J. H. Price, vice presidents; Howard Adams, cashier; H. H. Slocum, assistant cashier and teller, and B. S. Luce, bookkeeper. The closing year has been a very successful one and the employes were given a substantial increase in salary.

EGGS ARE PROFITABLE

Frank Jones and His Sister Make Money on Their Chicks.

Frank W. Jones of East Cedar avenue realized over $5 a month from 11 white wyandotte chickens, 10 of which are pullets. During the 30 days from December 14 to January 12, the hens laid 14 dozens of eggs, which sold at from 50 to 55 cents a dozen. The total proceeds were $7.10. The feed cost $2. Mr. Jones is supervising principal of the Lower and Upper Tyrone townships and the Connellsville township schools.

During the month of December Mr. Jones' sister, Miss Emma Jones, of Cherry Lane, near Pennsville, who has 125 white wyandottes, sold 130 dozens of eggs ranging from 45 to 50 cents a dozen, in addition to eggs used by the family. In the summer Miss Jones sells eggs for breeding purposes.

HORSE IS KILLED.

Passenger Train Strikes Steed of Dawson Liveryman.

Liveryman A. D. Blair of Dawson had one of his horses killed by a Baltimore & Ohio passenger train Friday evening shortly after 6 o'clock.

The animal was in charge of a boy named King, who had unhitched it and was taking it to the stable. He was leading it across the railroad tracks when the lines became tangled and one of them broke. The passenger train coming along at this time, struck the horse, killing it.

BANDITS SENTENCED.

Men Who Committed Highway Robbery in Tarentum Plead Guilty.

PITTSBURG, Jan. 13.—Daniel King, Carl Schwartz and John A. Hummell who pleaded guilty to stealing $10,000 from an express messenger while he was delivering the money to the Flaccus Glass Company at Tarentum, near here, last Saturday, were today sentenced to serve from 7 to 10 years in the penitentiary.

They entered pleas of guilty and guided the authorities to a spot in the woods where the money was hidden.

THREE HURT WHEN DUQUESNE CRASHES INTO WRECKED CARS

Fast Passenger Train Plows Through Gondolas as Train Buckles.

ACCIDENT NEAR RED ROCK

Cumberland & Pennsylvania Freight Train Wrecked and Wooden Cars Fall on East Bound Track Too Late For the Crew to Flag Number 12.

CUMBERLAND, Md., Jan. 13.—Three persons were slightly injured when Baltimore & Ohio train No. 12, known as the Duquesne Limited, ploughed through the wreckage of a Cumberland & Pennsylvania coal train near Red Rock about 10.15 last night.

That a more serious wreck did not result is considered miraculous, for the speeding passenger train crashed into two coal cars which had toppled over on the eastbound track after the coal train had buckled. Conductor Joseph A. Dixon of Connellsville was in charge of the passenger train. C. L. Berg was the engineer.

D. F. Chenoweth of Cumberland suffered a sprained ankle; Mrs. C. M. Guth of Cumberland escaped with a wrenched knee, and Alexander Pack, colored, of Pittsburg, was slightly cut about the face by flying glass.

The passenger train was making fairly good time when it rounded the curve at Red Rock. A Cumberland & Pennsylvania coal train in charge of Conductor Thomas Porter and Engineer John Lafferty was using the third track from Eckhart Junction to City Junction where it was to be transferred to the Western Maryland railway. When the coal train had neared City Junction two of the cars, both wooden gondolas, buckled near the middle of the train and dashed across the Baltimore & Ohio eastbound track just ahead of Duquesne.

Before the crew of the Cumberland & Pennsylvania train had time to flag the approaching Duquesne it dashed into the coal cars with terrific force, tearing them completely to pieces. On account of its speed it was impossible to stop the heavy passenger train until every car had passed the wreckage. The train was composed of three pullman cars, two day coaches, one mail car and one baggage car and was hauled by Baltimore & Ohio engine No. 2145. A large portion of the bumper was torn from the engine, the bottom step of every coach on the south side was torn off, while nearly every window in the cars was shattered. The glass in only a few of the doors and windows remained intact, while neither the engine or any of the cars left the rails. The engine was so badly damaged that it could not proceed under its own power.

WANT MEN RELEASED

Taxicab Men Held in Miller Case Want Their Freedom.

UNIONTOWN, Jan. 13.—A writ of habeas corpus to secure the release from jail of Mike Leonardi and Maratz Moreny, detained in connection with the death of Miss Catherine Miller near McClellandtown last month, was allied for today by attorneys for the prisoners.

The two men are taxicab drivers who drove the machine in which Miss Miller started to Republic the night she was found unconscious by the roadside near McClellandtown. The petition sets forth that they are detained without committments and merely at the direction of the county detective. The hearing was set for Monday.

BOY BURNED TO DEATH

Mother, Returning From a Stable, Finds Charred Body.

Returning from a stable where she had been at work between 8 and 9 o'clock Friday morning, Mrs. Adam Kovanec of Uppermiddletown, found the charred remains of her three and a half year old son, Adam, Jr., on the floor in a room. Part of the furniture in the room was also afire.

The child had been playing in the kitchen when the mother went to the stable and it is supposed that his clothes and the furniture caught fire from the stove, which was red hot. The death of the baby makes the fourth child that has been taken from a family of five. One child and the parents survive.

SHOEMAKER GOES UP

Former B. & O. Storekeeper Here in Charge at Cincinnati.

Announcement has been made of the promotion of H. Shoemaker to the position of storekeeper with jurisdiction over the Southwest district of the Baltimore & Ohio railroad. Mr. Shoemaker was formerly storekeeper in charge of the West Virginia district. His new headquarters are at Cincinnati.

At one time he was storekeeper in Connellsville.

EGG A "WHOPPER."

Ohiopyle White Leghorn Lays One Weighing Over Four Ounces.

An egg, weighing four and a half ounces and measuring eight and a half inches around, is the product of an Ohiopyle white leghorn hen. It was laid Friday and is about three times the size of an ordinary egg.

The hen is owned by Frank Bailey. The chicken does not make a practise of laying such immense eggs, he says.

Ribs Broken in Fall.

John Curry, Sr., suffered several broken ribs when he fell on the snow on Fairview avenue on Saturday afternoon. He lay in the street for several minutes, stunned by the fall, before Harry Jennings came along and assisted him home.

STAR JUNCTION SCHOOL REPORT

With Enrollment of 508, An Average Attendance of 93 Percent is Maintained.

The report of the Star Junction schools for the third month, which ended January 1, shows that with an enrollment of 508, an average attendance of 92 was maintained. Room No. 4 wit han average attendance of 95 percent, was the leader. The attendance report and class leaders follow:

Room 1, Mary E. Hess, teacher; enrollment, 72; percentage, 90; leaders, Thelma Ramsier, John McClucky, Mike Ranko, Earle Ball, Charles Mutnansky.

Room 2, Mae Ritenour, teacher; enrollment, 68; percentage, 94; leaders, James Piersol, Paul Butchko, Anna Yonik, Mary Romousick, Mary Malaco.

Room 3, Mabel Cuppett, teacher; enrollmant, 58; Percentage, 93; leaders, Mary Hurin, Charles Thrasher, William Keffer, Robert White, Agnes Pollock.

Room 4, Blanche Murphy, teacher; enrollment, 63; percentage, 63; leaders, Andy Hornick, Marie Beard, Florence O'Neil, Mary Tinichik, John Minnick.

Room 5, Josephine Myers, teacher; enrollment, 61; percentage, 93; leaders, Anna Urik, Pauline Hudock, Joe Hornick, John Lokotos, John Morgan.

Room 6, Catherine Dunn, teacher; enrollment, 60; percentage, 91; leaders, Elizabeth Shubert, Mary Willbein, Frank Roebuck, Edward Aspinwall, Nellie Yonusko, Bessie Knox.

Room 7, Ella Mae Pollock, teacher; enrollment, 46; percentage, 93; leaders, William Ritenour, Irene Butchko, Mary Hortzgar, Robert Thrasher, Robert O'Neal.

Room 8, Garnet Jones teacher; enrolment, 40; percentage, 91; leaders, Gertrude Jenkins, Gladys Carr, Ira Wolfe, Bertha Monculick, Annie Smith.

Room 9, Eliza M. Hess, teacher; enrollment, 33; percentage, 90; leaders, Ruth Piersol, Lillian Keffer, Mike Mazur, Sarah Graham, Grace Allison, Mary Shelpey.

Room 10, E. L. Ramsier, teacher; enrollment, 17; percentage, 87; leaders, Dorothy Jenkins, Mary Koshar, Earl Hixenbaugh, Effie Brown, Margaret Esken.

GEO. W. ENOS ON BOARD OF HEALTH

Council Names Him to Vacancy Caused by Resignation of Gould Hyatt.

At a meeting of council Friday night George W. Enos was elected a member of the Board of Health to fill the unexpired term of C. Gould Hyatt, who recently moved away from town.

The board is now complete, the other members being Dr. C. W. Utts, Dr. T. R. Francis, S. H. Howard and W. D. Colborn. The vacancy was filled so that the board might hold its annual reorganization and begin the year's work.

Mayor Marietta at first suggested that the election be deferred but he later agreed to go ahead. An application had been received from R. B. Hyatt but when the voting began, Mr. Pryce and Mr. Guyan voted for "George Enos" after Mr. West had cast his ballot for Mr. Hyatt. Mayor Marietta then cast his vote for Mr. Enos, as he said, "to keep it from being a tie."

The only paid officer to be elected by the board of health is that of health officer, now held by George Hetzel. It is said there are others after Mr. Hetzel's job this year. The position will be filled when the board reorganizes.

EYE OPERATION

Former Local Man Under Knife at Baltimore Hospital.

M. E. Martz of Somerset, general foreman of motive power for the Somerset & Cambria branch of the Baltimore & Ohio railroad, has gone to Johns-Hopkins Hospital in Baltimore to submit to a delicate operation on his eye. About a year ago his sight was impaired when a piece of steel penetrated the left eye. The affliction gradually grew worse, affecting the right eye too.

Mr. Martz is well know in Connellsville, having at one time been round house foreman for the Baltimore & Ohio railroad here.

BROWN IS SUED.

Seeks $5,000 Damage of Man Who Ran Down School Girls.

Andrew J. Shefsiek and wife have entered suit against William H. Brown of Mount Pleasant township to recover damages in the sum of $5,000 for the death of their 13 year old daughter, Catherine E. Shefsiek.

The suit is the result of an automobile accident which occurred October 6. Brown, it is said, lost control of the car while returning from Mount Pleasant. The car crashed into a fence and injured several school children. The Shefsiek girl died from injuries suffered in the accident.

Party at Pastor's Home.

Rev. and Mrs. W. H. Sloan of Uniontown were tendered a very enjoyable surprise Thursday evening when a number of members of the Presbyterian Church at Leisenring, of which Rev. Sloan is pastor, assembled at their home in Whyel avenue. Virtually all the families connected with the church were represented. The evening was delightfully spent at various games and music. Dainty refreshments consisting of chicken, sandwiches, pickles, fruit salad, ice cream, cake and coffee, brought by the guests, were served.

Rear-Harbaugh.

Cyril Edgar Rear of Confluence and Pearl Nora Harbaugh, daughter of Mr. and Mrs. Marshall Harbaugh of near Mill Run, were granted a license to wed in Cumberland Saturday. Others granted a license in the same city were Clarence Emerson Whetzel and Ida Grace Zufall, both of Mount Pleasant.

DAYLIGHT ROBBER MAKES GOOD HAUL AT THE HITE HOME

Two Watches, Silverware and Jewelry Stolen Yesterday Morning.

NEIGHBORS SEE THIEF ENTER

People on All Sides Observe Man Try to Unlock Doors of Residence But None Notifies Police or Tries to Apprehend Him; Interior Ransacked.

Though neighbors on all sides saw a tramp enter the home of Frank and Emma Hite at North Pittsburg and Fayette streets, Friday just before noon, none called the police, and as a result, the man escaped after ransacking the place and taking a good haul.

Mr. and Miss Hite were both away from home, when the man entered. Going through the empty house, he overturned everything in the cupboards and the cabinets, and did not leave until he had found and appropriated two sets of silver teaspoons, a highly prized gold bracelet watch of Miss Hite's, a silver watch belonging to Mr. Hite, a watchfob, some stickpins and cuff buttons, and other smaller articles.

The thief secured no money, since the Hites made it a practice to keep none in the house. Two empty pocketbooks were taken, however, and were later found in an ash heap at the rear of the place. The robber evidently discarded them when he found them empty.

The burglar entered through the front door of the Hite home, using a key which fit the lock almost perfectly. He had at first tried the back door, but was unable to get in by way of this entrance. Neighbors say they saw him enter and saw him leave half an hour later.

The police were not notified, however, until the Hites discovered the loss, about an hour later. City Detective J. W. Mitchell was told that the robber was a dark man, almost having the appearance of a negro, and that he had been last seen walking toward the Baltimore & Ohio yards.

With these meagre clues, Detective Mitchell has gone to work on the case and is attempting to locate the robber.

DIES FROM INJURIES

William Drumm, Formerly of Dawson, Fatally Hurt.

Injuries suffered Friday night in an automobile accident in Pittsburg, resulted in the death of William Drumm, 26 years old, of Pittsburg, formerly of Dawson, Saturday in the West Penn Hospital, Pittsburg. The accident occurred at midnight at Baum Boulevard. Mr Drumm suffered a fractured skull and broken arms. Three other men were injured.

The body of Mr. Drumm arrived at Dawson this morning and was removed by Funeral Director W. H. Parkhill to the Cochran Memorial Methodist Church for services. Rev. H. A. Baum, the pastor officiated. Interment in Cochran cemetery. Mr. Drumm was born at Dawson, a son of William Drumm, deceased, and Mrs. Julia C. Rogers of Pittsburg. His father was at one time Baltimore & Ohio ticket agent at Dawson. His death occurred at Dawson. Mr. Drumm's mother was reared by the late James Cochran of Dawson. In addition to his mother he is survived by his stepfather, T. B. Rogers, a brother, James C. Drumm and a stepsister, Miss Sarah Cochran Rogers at home.

WEALTHY ITALIAN KILLED

Black Hand Suspected of Murdering Edward Dimarco.

SOMERSET, Pa., Jan. 15.—Edward Dimarco, aged 40, a wealthy Italian merchant conducting stores at Acosta and Bell, was murdered by three members of the Black Hand gang Saturday night while driving through a woodland six miles from Somerset. He was shot through the heart. The assassins drove his team to the Lincoln highway, where they fled eastward in an automobile. Dimarco leaves a wife and six children. He received a series of Black Hand letters during the past two years. The last was sent a month ago and demanded that $40 be placed under an oak tree near the scene of the murder. Tracks in the snow that fell last night revealed the number of murderers.

Dimarco was armed, but obviously had no opportunity to defend himself, as two revolvers found in his overcoat pockets had not been used. Robbery was not the motive for the crime, because more than $100 which he carried was not taken. Officers followed the Black Handers to Stoyestown, a distance of seven miles, where all trace was lost.

COMET VISIBLE IN JUNE.

Heavenly Stranger to Remain in Sight Three Months.

A gigantic comet, outclassing in size and brilliancy all those seen in modern times, is speeding toward the sun at the rate of 1,134,240 miles a day, according to Rev. Martin S. Brennan, priest-astronomer of St. Louis, Mo.

The comet will be a thing of glory in the northwestern sky next spring, according to Father Brenaan, and probably will remain visible for three months. It will be at its best in June. The comet, which is known officially as Comet B, was first reported by Professor Max Wolf at Heidelberg.

Dunbar Township Board Meets.

The Dunbar township school board met Saturday afternoon at the Arlington Hotel and transacted business of a routine nature. The teachers were paid their monthly salary and a number of bills were paid. All members but one attended.

STATE WOMEN DESIGN FLAG

Suffrage Emblem, Soon to Waive in Washington, Was Made in Pennsylvania.

HARRISBURG, Jan. 15.—A flag, probably never seen before in Washington, will soon waive in the National Capitol, in a section of the city, where flags of various nations take the breeze before the many embassies and legations.

The device of this banner, with which Washingtonians and visitors from all over the country will soon become familiar, is of a yellow field, in the center of which is a blue eagle on wing, clutching a globe and surrounded by eleven blue stars. It will waive before the imposing house at 1626 Rhode Island avenue, formerly occupied by Senators Root and Du Pont, now the Washington headquarters of the National American Woman Suffrage Association.

The yellow and blue flag is the gift of the Pennsylvania Woman Suffrage Association to the National organization, and receipt of the new standard was acknowledged in a letter received at Pennsylvania state headquarters at Harrisburg yesterday.

The first typical National suffrage flag authorized as a National emblem in this country was a silk banner given to the National Association at its annual convention in Atlantic City last year and adopted by delegates from all over the country. The flag was preceded by one designed and adopted by the Pennsylvania Suffrage Association, which is a yellow field with a circle of eleven stars representing the full suffrage states, surrounding a blue keystone. The eagle within the stars in the Washington flag is the National. Pennsylvania suffragists will soon go to Washington to be present at the formal flag raising.

POLICE CLOSE BY

When Safe Blowers Rifle Two Safes in Uniontown Picture Theatres.

What is believed to have been a gang of professional safe blowers visited Uniontown early Sunday morning, cracked three safes and escaped without leaving a clue. The safes were in the offices of the Lyric and Penn theatres, and a sum said to aggregate $1,000 representing the Saturday receipts of the two houses, was taken by the robbers.

It developed today that Will Minerd, night watchman at the building, and a patrolman were standing in the lobby of the theatre shortly after 3 o'clock in the morning when two men came down the stairs and entered an automobile. They are believed to have been the burglars. No attention was paid to them as they were believed to be members of a club which has rooms on the third floor of the building. It is believed the robbery was committed while the cop and watchman stood in the lobby.

Entrance to the Lyric Theatre office was probably gained through one of the windows in the lobby, the thieves evidently using a stepladder which had been left standing near the box office. A hole about a quarter of an inch in diameter was drilled in the upper left hand corner of the small safe, located under the desk of the manager, and a small charge of nitroglycerine inserted. The door was torn open, and the robbers extracted about $200 in bills.

Two safes in the Penn office were blown in practically the same way. The sum secured there was $800, including Saturday's receipts from the theatre and the Penn bowling alleys. Entrance to this office, located on the second floor of the Penn Theatre building, was gained through a transom, the glass in which was shattered.

That no one heard the explosions at either place seems remarkable. The authorities cite this fact to prove, however, that the burglars were professionals, experts in safe cracking. The robberies are supposed to have taken place between 3.30 and 5 o'clock Sunday morning, and the thieves were undoubtedly aided by the severe blizzard raging at that time.

A wave of crime seems to be sweeping Uniontown, for not only were these bold safe robberies reported to the police, but the attention of the police has also been drawn to two holdups which occurred on Saturday night.

To Compelte Course.

C. A. McCormick, assistant to Funeral Director Charles C. Mitchell, left last night for New York to complete a course in embalming at the Barnes' school. During his absence Funeral Director Mitchell will be assisted by French Durst.

Subscribe for The Weekly Courier, $2.00 per year, in advance.

BALTIMORE & OHIO TO COOPERATE WITH FIRE DEPARTMENTS

Railroad Firemen and Apparatus at Disposal of Cities.

PREVENTION FEATURES, TOO

Rubbish Accumulation Not to be Allowed, and Heating and Lighting Equipment will be Given Special Attention; Denton Department Chief

The prevention of property destruction by fires and plans for placing its facilities at the disposal of the fire departments in the cities which it enters are being undertaken by the Baltimore & Ohio railroad through a new department of fire prevention which has just been established.

"The new department will devote special attention to studying and removing the possible causes of fire on and around the railroad property while devising a system of combining the facilities of the company and the fire companies into an effective agency for overcoming conflagrations," says a circular just issued.

By this plan, the railroad proposes to unite the Baltimore & Ohio firemen and the local company whenever necessary. Thus, Chief T. J. Brennan's force here would co-operate with Chief W. E. DeBolt's paid department and with the New Haven volunteers, if there were a conflagration large enough to warrant it.

Harold L. Denton, it has been announced, will become supervisor of fire prevention, reporting to Edmund Leigh, general superintendent of police. Mr. Denton has assumed jurisdiction over the railroad's volunteer fire fighting force of employes, together with the apparatus installed at terminals.

The fire prevention plan of the railroad has already received the approval of Commissioner Robert L. Adamson, of the New York fire department. Commissioner Adamson has been furnished with information as to the facilities of the railroad for coping with fires in the New York harbor, the number of tugboats and the pumping capacity of their engines.

Under Chief Denton, the district officials will keep a careful watch over the railroad property with a view to removing every possible cause of fire. Special attention will be given to heating and lighting equipment, and rubbish will not be allowed to accumulate.

Stork Brings Son.

A son was born last Thursday to Mr. and Mrs. Oliver Dillinger of Maple street, East Liberty, at the home of Mrs. Dillinger's father, John Anderson at Vanderbilt.

Attorney-at-Law.

GEORGE M. HOSACK, ATTORNEY-at-law. Office, Suite 1100 Park Building, Pittsburg, Pa. Telephone 1942.

Fixed Charges Have Always Bothered You A Good Deal

But they needn't—

Say your Taxes, Fire and Life Insurance, Interest Charges, Etc., amount to $240 a year—

By depositing $20 per month in a checking or savings account you will have the money to meet these items on the due date.

Right now, the first month of the New Year, is a good time to try this plan.

Liberal Interest on Savings.

FIRST NATIONAL BANK

"The Bank That Does Things For You."

129 W. Main St., Connellsville.

Capital and Surplus $500,000

YOUGH TRUST COMPANY,

CONNELLSVILLE, PA.

Capital ..... $ 200,000.00

Surplus and Profits ..... $ 38,000.00

Resources $1,350,000.00

FOUR PER CENT. PAID ON SAVINGS ACCOUNTS

WHEN YOU BEGIN TO SAVE

You begin to make your influence felt for good in your community—you realize that you are a better citizen—it gives you an incentive to climb higher.

For good results start an accoount with the Union National Bank.

4% Interest Paid on Savings Accounts.

UNION NATIONAL BANK,

CONNELLSVILLE, PA. (WESTSIDE)

WEST SIDE CONNELLSVILLE, PA.

TROOPS WERE WELL CARED FOR WHILE ON WAY TO BORDER

Acting Quartermaster General's Report Is Published.

PRAISES RAILROAD SYSTEMS

Says There has Been No Case in History where Troops have Been as Well and Safely Transported as in Recent Mobilization of the Militia.

That there has been no case in history where troops have been as well and safely transported or as well cared for while enroute as in the recent mobilization of the United States militia for Mexican border service, is the statement made in the report of Brigadier General Henry G. Sharpe, acting quartersmaster general of the United States Army, just published.

General Sharp's report sets forth in detail how railroad and army officials worked effectively together during the mobilization. Supervision on behalf of the railways of moving the troops was in the hands of a special committee in co-operation with the military authorities appointed, at the request of the War Department by the American Railways Association.

"The militia troops began leaving their mobilization camps for the Mexican border about midnight, June 26," says General Sharpe's report. "On July 1, there were enroute to the border from various sections of the United States 122 troop trains, carrying over 2,000 freight, passenger, and baggage cars with a total strength of 36,042 men. From the beginning of the movement up to July 31, 1916, there have been 111,919 troops transported to the border."

The railroad's task was, therefore, one of great magnitude, but the entire operation was done with great rapidity.

"To have effected the entire movement of all the troops moving in tourist sleepers would have required the use of approximately five times as many as there are in existence," the report states. "The Pullman Company by utilizing some standard cars, made available for the movement of these troops 623 tourist cars. Tourist equipment was furnished troops from the beginning of the movement whenever it was possible to do so."

"It is, of course, impossible to compare the concentration of the United States militia on the border with the mobilization in Europe in the summer of 1914," General Sharpe says. "In Europe all civil traffic was stopped and the entire railroad system given over to the military movement. The distance involved in this movement of the militia are very much greater than those in Europe, the longest run in the German empire, from one frontier to the other, being about 700 miles, while the distance traveled by the Connecticut troops was 2,916 miles.

"With all this large number of persons transported in special trains on special schedules, but one accident involving any injury to the men was reported. This occurred to a train of the First Minnesota Field Artillery, due to a collision with a commercial train, in which three men were injured, one seriously."

In short, the railroads made good, and the value of the railway association's service was clearly proven.

THROUGH BURNING OVEN

A Boy Escapes Alive But Dies Later From Effects of The Heat.

The Latrobe Bulletin records a remarkable story from Walston, Jefferson county, where a few days ago John Gulish, an eight-year-old boy, while engaged in picking up loose coal, plunged into the fearful white heat of a "live" coke oven of the bee-hive type.

Men working nearby were horrified as they saw him suddenly disappear into the maw of the blazing oven.

They screamed, but almost before they could move they were astonished to see the door at the side of the oven fall away, and through the aperture there tumbled the boy, with his clothes ablaze.

Before they could reach him, the boy had scrambled to his feet and started on a run toward a creek, 80 yards away.

When they overtook him, they found his little body terribly seared from head to foot,—but he lived until the following day.

The oven had been burning for almost 72 hours, and its contents were at white heat; yet in some miraculous fashion, the boy, in falling thru the opening at the top, had struck the door at the side and tumbled out—alive.

CARE IN ICING CARS

B. & O. Appoints Supervisor to Take Charge of This Work.

In order that careful attention may at all times be given to the temperature of traffic shipped over its lines under refrigeration, the Baltimore & Ohio railroad has appointed Ora H. Hobbs to be supervisor of refrigeration with headquarters at Baltimore.

The company's icing station in the Connellsville yards will come under Mr. Hobbs' supervision. This is now being enlarged so as to increase its storage capacity. As the cars arrive here complete records of temperature are taken in order that ice may be provided to guard against damage enroute.

The Baltimore & Ohio owns 4,000 refrigerator cars. Its other icing stations are at Brunswick, Md., Parkersburg and Benwood Junction, W. Va., Cincinnati, and Chicago Junction, O., and South Chicago, Ill.

Advertise in The Weekly Courier.

P. R. R. MAY BUY PIPE FOR SEWER

City Tries to Convince Railroad It Would Derive Great Benefit From It.

Storm sewers to carry off the excess water along Arch street and the South Side will soon be installed by the city and others may be put in on the West Side to take care of the large amount of water from the hill sections on that side of the river. Pipe for the East Side sewer has been ordered by the Baltimore & Ohio railroad and will be put in at the expense of the city. The Pennsylvania railroad is to be asked to bear the cost of a sewer on the West Side.

Putting the storm sewers in means railroads will not be bothered with the refuse that is washed upon the tracks and property of the company and neither will ballast be continually washed away. The city will not have its streets flooded after every rain.

The matter was suggested to council by Councilman John Duggan. He took supervisors of the Baltimore & Ohio company over the Arch street section and succeeded in showing how they would benefit. The company has the pipe ordered and the sewers will be laid immediately on its arrival. When the water from all portions of the South Side accumulates on Arch street, the hill is cut away and washed down to the railroad.

On the West Side, after a heavy rain, all the streets are flooded. Before the Western Maryland railroad went through a small creek near Eighth street carried much of this water away and one near the West Penn car barns helped also. Both of these have been obliterated and no provision has ever been made to take care of the water.

Supervisor Baer of the Pennsylvania railroad company has already looked over the ground once and Councilman Duggan has had a plan of it prepared for him. He will go over it again in a few days and then submit his suggestions to the railroad officials.

The storm sewers will be laid directly to the river or runs flowing into them. Councilman Duggan says that the trouble with most of the sewers of the city is that they are centralized at a point and when water from all parts of the city flows into the main pipe there is too much for it to carry.

FAYETTE REPRESENTED

Boys of County Corn Club Make Fine Showing at State College.

Twenty-two farmers and 11 corn club girls and boys represented Fayette county at the sessions of Farmers' Week at State College. The Fayette county delegation equalled that sent by Blair county, which ranks first in the state.

Joseph Cover of Smithfield won sixth place in the state-wide corn growing contest in which 1,500 corn club boys from over the state participated. Harry Hixon of Dawson and Alfred Gans of Gans, both ranked second in the state on essays on "How I Grew My Corn Crop." Among the Fayette county people who attended were:

Joseph C. Cover, Smithfield; Isaac Cover, Smithfield; Herbert Gans Gans; Joe G. Rich, Smithfield; John H. Arnold, Vanderbilt; Harry N. Hixon, Dawson; Altha R. Gans, Gans; Edward Birchinal, Gans. Sherrick Rhodes of Scottdale accompanied the Fayette county folks.

FIRE AT PERRY

Oil House Completely Destroyed by Blaze of Unknown Origin.

PERRYOPOLIS, Jan. 12.—The oil house of the Perry Manufacturing company's brick plant was completely destroyed by fire yesterday evening between 6 and 7 o'clock.

How the fire started is not known, but it is believed that some one entered the oil house with a lighted torch, which came in contact with the oil, and that an explosion and the conflagration followed.

The Perry fire department was quick to respond, but the men were unable to save the building, which rapidly burned to the ground. No outside aid was requested, for the building was doomed from the start.

The fire was quite spectacular, and a large crowd was attracted to the scene in spite of the extreme cold weather.

TO DESIGN ORGAN

John Bell Will Put in $4,000 Instrument in New Scottdale Church.

John A. Bell, organist of the First Presbyterian Church of Pittsburg and an organ architect of note, has been retained by the United Brethren Church of Scottdale to design the new pipe organ for the new church home, now nearing completion on Market street. The contract for the instrument has been awarded to the Moeller Organ Company of Hagerstown, Md. It will cost $4,000.

Mr. Bell designed and supervised erection of the $8,000 Moeller organ which was installed in the First Presbyterian Church of Connellsville a year ago.

GETS NEW JOB.

J. E. Swan Now In Charge of Shoe Department in Ohio City.

J. E. Swan who left here several weeks ago to become manager of the shoe department of a large department store at Cresson, Pa., has gone to McConnellsville, O., to manage a similar department of a large store in that city.

Mr. Swan was formerly a clerk in the shoe department of the Wright-Metzler Company store. Mrs. Swan and baby will leave soon for McConnellsville.

Licensed to Wed.

Frank M. Best of Smock and Nellie Bethsiada Shaner of Salem, Clarion County; John Rohaly of Whitsett and Mary J. Baca of Perryopolis, were granted a marriage license in Uniontown yesterday.

NO LET UP IN FIGHT FOR A BRIDGE OVER YOUGH AT FAYETTE

Commissioners to Show Cause Why Matter Should Not be Reopened.

THEY FILE A DEMURRER

Prominent Men From This End of the County Seek to Have Bridge Petition Go Before Grand Jury Next March; Commissioners Oppose It.

In opposition to the plan for a rehearing before the grand jury on the Direct-to-Dunbar bridge, asked for in a petition to court, the county commissioners Wednesday filed a demurrer to the rule granted upon them, claiming that a petition is not sufficient in law.

The petitioners for the proposed bridge asked the court to have the return of the grand jury at the December term, which disapproved the construction of the bridge, set aside and the report of the viewers approving the bridge resubmitted to the grand jury in March.

In the petition asking for the rehearing, it is claimed that the grand jury which condemned the bridge considered, entertained and discussed matters relating to the erection of the proposed bridge which were not within the jurisdiction or proper inquiry of the grand jury and in relation to which no evidence or testimony was submitted.

The petition for the re-hearing was signed by the following persons: G. B. Freed, J. R. Davidson, F. W. Wright, Joseph Tippman, James H. Guyno, H. M. Liston, E. R. Floto, H. M. Kephart, S. M. Goodman, Charles F. Hood, J. D. Sherrick, Washington Herd. The petition was sworn to by Washington Herd.

This petition the county commissioners claim is not sufficient in law; therefore, they have filed a demurrer to the rule granted upon them requiring them to show cause why the return of the grand jury which disapproved the construction of the bridge over the Yough between South Connellsville and Dunbar township should not be set aside.

PRAISE FOR SALTLICK

Supervisors Commended for Abandoning Expensive Road.

The State Highway News says: "The supervisors of Saltlick township, Fayette county, propose to vacate 1,240 lineal feet of the Back Creek Road and to open 245 feet of new road to take the place of that portion vacated. The supervisors are to be commended for this kind of foresight as they have eliminated 1,095 feet of road very expensive to maintain. The vacation of this piece of road was particularly advisable because six bridges are located on it, whereas on the 245 feet of new road, only one bridge will be required.

"The Bureau of Township Highways made the surveys for this work and desires to take this opportunity to recommend that other townships make a study of their road locations and plan to improve them. The Bureau will be glad to co-operate with the supervisors in this work."

GASOLINE GOES UP

Highest Grade Advances Five Cents a Gallon, Others Two Cents.

Gasoline took a big jump Thursday. Highest grade, known as "76gas" went from 30 to 35 cents a gallon, 68-70 grade advanced from 28 to 30, and "motor gas" from 26 to 28.

The big advance in 76 grade was made, an oil salesman said, to discourge its use, as it is hard to get. The advance means that garages which have been selling 76 grade at 30 cents will discontinue handling it and put in 68-70 grade at 30 cents.

Motorists will simply use a lower grade gas for their machines instead of the 76 variety which is more efficient in cold weather.

BIRTHS LEAD.

Deaths 18 While New Arrivals Number 29 in December.

There were 11 more births than deaths in Connellsville during the month of December, according to the monthly report of Miss Clara Baker, deputy registrar of vital statistics, submitted this morning.

The report is as follows: Deaths, Connellsville, 18; Connellsville township, 1; Bullskin township, 3; total, 22. Births, Connellsville, 29; Connellsville township, 1; Bullskin township, 0; total, 30.

WOMAN SHOT

Mrs. Moats Arrested for Shooting Near Haydentown.

UNIONTOWN, Jan. 11.—As the result of a quarrel said to have occurred some time ago and which was renewed this morning when the two met on a public road at Haydentown, eight miles from here, Mrs. Rosa Moats, aged 26, is alleged to have shot and probably fatally wounded Mrs. Emma Anderson, aged 27.

Mrs. Anderson was brought to a hospital and Mrs. Moats was arrested.

TEACHERS TO MEET.

Fayette County Educators Will Gather Here on January 20.

The Fayette County Principals' and Teachers' Association will hold a meeting in the high school building here on Saturday, January 20. Many prominent educators will be present and the program will be a good one.

The association holds three meetings a year, one in Connellsville, one in Brownsville, and one in Uniontown.

2,542 IN COUNTY JAIL DURING YEAR

Warden's Report Shows That Not One Total Abstainer Was Among That Number.

UNIONTOWN, Jan. 10.—Not a single total abstainer was committed to the Fayette county jail during the year 1916, according to the annual report of Warden Hugh Gorley which has just been completed. As against this there were 2,359 moderate drinkers and 183 whose habits were intemperate, the total number of persons committed to the jail during the year having been 2,542. There were 95 persons in jail January 1, 1916, and on December 31, 1916, there were 133 prisoners, 10 being widowers.

But 25 per cent of the persons committed were unable to read and write, none of these had ever attended public school. But 12 per cent of the total number committed were colored. There were 77 prisoners under 16 years of age. The males committed during the year numbered 2,465, as against 189 women and girls.

The cities of Uniontown and Connellsville were both well represented among the prisoners during the year, Mayor Bailey of Uniontown, sending up 72 and Mayor Marietta of Connellsville, 111. Not a single prisoner died in jail during the year and not one from Fayette county was put to death in the electric chair in Center county.

A large number of prisoners worked during the year, 211 being employed on county roads, 42 on the Fayette county farm at Mount Braddock, and 10 on the state highways.

BLACK'S ROAD PLANS

State Highway Commissioner Expects Big Things in 1917.

HARRISBURG, Jan. 13.—Highway Commissioner Frank B. Black tells in the first issue of the William Penn Highway Bulletin what the State Highway Department expects to do with the possible $13,000,000 that will be available for road purposes in Pennsylvania if the legislature follows the recommendations of Governor Brumbaugh. All the automobile license money will go for maintenance of roads; and the yearly appropriation, no matter what it totals, will be pro rated to counties in their proportion of unimproved state roads.

Mr. Black points to the fact that comprehensive as is the William Penn Highway main road and its alternate routes it does not total more than one-tenth the state highway system; and he points to this fact as evidence that the Highway Department's task during the next couple of years is not an easy one.

The legislative committee of the Pennsylvania State Grange which met in Harrisburg several days ago, has declared itself in favor of a larger highways appropriation for the next two years than the legislature has been in the habit of making.

ATTENDS FIREMEN'S MEETING

Chief DeBolt Represents Connellsville at Braddock Gathering.

Fire Chief W. F. DeBolt was in Braddock Thursday attending a meeting of the board of control of the Western Pennsylvania Volunteer Firemen's Association, of which he is first vice president.

One of the important matters brought up for discussion was a bill that the firemen will put before the legislature, concerning foreign insurance. At the present time if a policy for this city is written up by a foreign agent 2% per cent is paid to the state, half of which goes to the firemen of the city. What the volunteer association wants to do is to have a bill passed giving the city for which the policy is written, the full benefit of the 2% instead of splitting it with the state.

NOT OPPOSING BRIDGE

County Commissioners Declare They Have Taken No Action.

County Commissioners Logan Rush and Charles E. Nutt called The Courier Friday to deny published reports that the county commissioners were opposing the resubmission of the petition for a new bridge at South Connellsville to the March grand jury.

The county commissioners have nothing to do with resubmitting the petition to the next grand jury, they say. It is their function to act after the grand jury has passed on matters of this kind, they assert—if the petition is denied by the grand jury, it does not come before them officially.

The commissioners declare they have no knowledge of a demurrer to the petition being filed with the court.

TO TEST ROAD

War Department Will Send Transport Train Over William Penn Highway.

HARRISBURG, Jan. 13.—To demonstrate the fact that the William Penn Highway through Pennsylvania is a utility road of great merit the War Department of the United States in May or June will send a transport train from Easton to Pittsburg, this train consisting of a large number of automobile motor trucks and armored guns such as have been in use on the Mexican border since last summer.

An effort will be made to break time records for trucks across the state. On the return trip from Pittsburg the route from Reading eastward will be through Philadelphia, instead of Easton.

POSTMASTER NAMED.

J. R. Henry Appointed for Dawson Job by President Wilson.

The name of J. R. Henry as nominee for the Dawson postoffice was sent to the Senate yesterday by President Woodrow Wilson and Mr. Henry's appointment is now certain. He will succeed the late William Fairchild.

The new postmaster will take charge as soon as his appointment is confirmed. The office pays between $1,300 and $1,400 a year.

REDUCED FARE TO STATE FARM SHOW AT HARRISBURG

All Railroads Will Sell Tickets to Farmers at Two Cents a Mile.

EXHIBIT OPENS JANUARY 22

Indications Are That a Great Crowd Will Attend; Best Corn, Fruit, Vegetables, Butter, Milk and Wool in State to be On Display January 22-26

Thousands of farmers from all sections of the state are expected to attend the State Corn, Fruit, Dairy Products, Vegetable and Wool Show and the meetings of the various agricultural associations to be held at Harrisburg, January 22 to 26, and the week promises to be the most important from an agricultural standpoint in the history of the industry in the state.

The show itself will be a monstrous event with corn, fruit, vegetables, butter, milk and wool from all sections and there will be much rivalry for the cash prizes which have been tendered for the winners in the various classes. The county class will determine the champion corn county in the state, but the competition promises to be very keen in all classes. Already hundreds of ears of corn and many boxes of apples have been received by the Pennsylvania department of Agriculture for exhibition at the show. The apples have been placed in cold storage to be preserved until show time.

Secretary of Agriculture Charles E. Patton has arranged with the passenger department of the Trunk Line Association which comprises the principal railroads of the state for reduced rates on the railroads during the week of the show at Harrisburg. A rate of two cents a mile in each direction, with a minimum of $1 for the round-trip from points in Pennsylvania, going and returning via same route only, has been obtained. Special tickets should be asked for and they will be sold and be good in going to Harrisburg January 21 to 24 and returning so as to reach original starting point not later than January 27.

From all sections of the state word has been received at Harrisburg that large delegations are forming to attend the show. The Department of Public Instruction is arranging to bring two boys from each of the Vocational Schools to participate in a Boys' Corn Judging Contest. The public spirited citizens of the places in which these vocational schools are located are arranging for the transportation of the boys.

The implement dealers of the Eastern States will be in session in Philadelphia during the week and efforts are now being made for their attendance at the show. Many prominent men will be in attendance during the week and the discussions at the meetings of the various agricultural societies will be important in line of the latest developments in the agricultural field.

TO RECORD CASES

Pneumonia Will be Studied Carefully by Physicians.

Following a general discussion of pneumonia Thursday at the regular meeting of the Yough Medico Social Club held at the home of Dr. W. J. Bailey in Isabella Road each doctor decided to keep a record of the number of pneumonia cases treated during the coming year. At the close of the year statistics will be compiled to show the number of cases which proved fatal in Connellsville and vicinity.

The discussion was preceded by a most interesting talk on "X-ray Diagnosis," by Dr. John J. Singer, a prominent physician of Greensburg. Dr. Singer is a former member of the Yough Medico Social Club. He left Connellsville about 11 years ago to locate in Greensburg.

Previous to the scientific meeting a dinner was served. Marguerites formed the centerpiece. All members but Dr. H. J. Bell of Dawson, who is in St. Petersburg, Fla., attended. Dr. J. L. Junk was a guest. The next meeting will be held at the home of Dr. G. W. Gallagher of North Sixth street, West Side.

A COLD NIGHT

Mercury Drops to 4 Below in Indian Creek Valley.

Reports that the mercury had dropped at 6 o'clock Friday morning to 4 degrees below zero in Davistown in the Indian Creek Valley, were received here today. This was the lowest temperature recorded in the region.

Nine above was the lowest figure reached in Connellsville. This is the third lowest mark of the winter, the record figure being 6 above, recorded on December 16. On the following day, the thermometer registered 8 degrees. These figures are provided by the "official" thermometer on the West Penn building, which is very conservative.

TIME IS EXTENDED

Auto Owners Will Not Have to Show 1917 Tags Till Feb. 1.

Formal notice was given today by the State Highway Commission that all automobile licenses for 1916 would be good until February 1. The advance of the date from January 15, is due to the failure of the prison labor commission to deliver new tags on time.

The automobile authorities of the adjoining states were given notice of the extended life of the 1916 tags. It would have been necessary for all automobile owners to get their new tags within four days had the date not been advanced.

Advertise in The Weekly Courier.

MANY CHANGES IN GARBAGE SYSTEM

Auto Trucks May Be Used and a Card System Likely to Be Adopted.

That he will introduce a strictly modern system of garbage collection in case he gets the desired contract with the city, is the declaration of M. Derencin, now in charge of the garbage plant here.

Mr. Derencin proposes that the city ordinance prohibiting other drivers from collecing shall be enforced rigidly if he takes charge of the business for good.

He took charge of the plant on Tuesday morning, and has already gained a large number of customers. He is endeavoring to give good service and to make regular collections, but he has found that, in order to do this, he must make many changes. The horse teams consume too much time in getting out to the plant and back to the city, Mr. Derencin says. Two automobile trucks could get more work done than the four teams can do at present, he thinks. In case he takes over the plant permanently, he will endeavor to put trucks into service as soon as possible.

Mr. Derencin also plans to put in a card system, by which the customer will pay for exactly what refuse is removed by the company. Each one subscribing to the service will be given a card, and when the driver removes a basket or a barrel of garbage, he will so mark it on the card. He will also mark up the collection in a book of his own.

At the end of the month, the customer and a representative of the company will compare records. If the customer has any complaint to make, the cards will show whether the complaint is justified, and if so he will be charged accordingly.

The card system will also serve to show council and the citizens of Connellsville just how Mr. Derencin is accomplishing his work.

BIG VERDICT IN THE WRIGHT CASE

Jury Awards $16,408.33 to Anna Corcoran; Other Awards Made.

UNIONTOWN, Jan. 12.—A verdict for $16,408.33, the full amount of a claim of $10,000 with interest, was awarded by a jury yesterday in the suit of Anna Corcoran, administratrix of the estate of Joseph Wright, deceased, against Gertrude Cochran, executrix of the will of W. H. Cochran, deceased. The plaintiff alleged that the amount was due her on account of a special parole agreement made between Messrs. Wright and Cochran regarding the sale of stock in the Cosmopolitan Coal & Coke Company, a West Virginia corporation.

William White, 12 years old, of Messmore, and his mother, Mrs. Keathy Barnhart, were awarded $1,000 damages yesterday afternoon in a suit against German township for alleged injuries received by the boy last January 31 when he was thrown from a horse into a hole in the Messmore road. The boy was riding horseback, it is said, and the horse fell into a cave-in or hole in the road evidently caused by the removal of coal from underneath the highway. In an effort to extricate himself from the hole, he was kicked and trampled by the horse.

A verdict for the plaintiff for $25 was awarded late yesterday in the case of George Ozanic and Annie Ozanic against Steve Mozar for slander. A verdict in favor of the plaintiff for $243 was returned in the case of Tony Ross against Domeneck Mash, who, it was claimed, bought a horse and colt from Ross, and neglected to pay for them.

JUDGE BRUMN DIES

Picturesque Figure in State Politics Passes Away.

MINERSVILLE, Pa., Jan. 12.—Judge C. N. Brumn of the Schuylkill County Common Pleas Court died at his home here last night as a result of a stroke of apoplexy. He was stricken New Year's day, and had been unconscious ever since.

Judge Brumn, who was 78 years old, was a picturesque figure in Republican politics in Pennsylvania. He represented this district in Congress several terms, and was one of the organizers of the State Patriotic Order Sons of America. During the Civil War he held a commission as captain.

Judge Brumn was known here, having spoken at political meetings throughout this section.

TICKET AGENT RESIGNS

Indian Creek Agent Will Take New Position at Clarksburg, W. Va.

Samuel Hall, who has been ticket agent at the Baltimore & Ohio station at Indian Creek for the past six weeks, has resigned, his resignation becoming effective Thursday. He will go to Clarksburg, W. Va., his home, where he has secured another position.

No new ticket agent has as yet been placed at Indian Creek. H. D. Whip, relief agent, is supplying there until a successor to Hall can be named.

MAY HEAR WILSON.

Inaugural Address Likely to be Heard on Telephones.

WASHINGTON, Jan. 12.—Gatherings in all parts of the country may be able to listen to President Wilson's inaugural address on the morning of March 5 by long distance telephone.

The local inauguration committe today took up with the telephone companies the feasibility of such an arrangement and it was pronounced quite possible.

May Lose Sight.

While attending an injured horse Harry Fike of near Rockwood was the victim of an accident which may result in the loss of his sight. Fike accidently spilled a quantity of carbolic acid on his face. Both eyes are badly swollen.

STATE OFFICER AT DEDICATION OF THE MACCABEES' HOME

W. E. Blaney, Great Commander, Installs New Officers of Local Tent.

LUNCHEON AND DANCE FOLLOW

Ladies of Maccabees Participate in the Ceremonies; Growth of Maccabees in Connellsville Favorably Commented on by Great Commander.

short addresses. John T. Wurtz acted at chairman, introducing the speakers.

The address of welcome was made by Attorney S. R. Goldsmith. He recalled the rough sailing the Maccabees have had in the past and said the way the organization is beginning to prosper was a credit to the city. Mr. Goldsmith concluded with a mention of the present membership campaign being conducted by the Maccabees, saying that it should result in putting the lodge on a firm foundation for an even more successful career. Dr. Colborn followed him with a short address.

The Ladies of the Maccabees, now known as the Woman's Benefit Association of the Maccabees, were well represented. A short address was made by Mrs. Gertrude Storey, record keeper. She told of the interest the women are taking in the work and stated that the membership had increased 84 in the past year and has passed the 150 mark.

Eighteen officers were installed by Great Commander W. E. Blaney of Pittsburg. Each was administered the oath of office and given his badge. The duties of each was outlined to him by the installing officer.

Following the installation of officers, Mr. Blaney spoke on the Maccabees and their work. He recalled the failure of the Y. M. C. A. here, which building the Maccabees took over and have converted into their present home. He told the members of the lodge that unless they gave as much interest in the lodge as they did their business it would also fail. Mr. Blaney himself is a member of 22 fraternities.

A large amount of debt has been removed from the building which was taken over by the Maccabees about a year ago.

The officers installed last evening were: Past commander, J. P. Trader; commander, Dr. M. H. Koehler; lieutenant commander, John T. Wurtz; record keeper, H. G. Batton; chaplain, J. W. Struble; physician, Dr. A. J. Colborn; attorney, S. R. Goldsmith; sergeant, Harry Ashe; master at arms, James Murphy; first master of guard, J. J. Friel; second master of guard, Martin Rottler, sentinel, A. Leichliter; picket, James Artis, pianist, John Brown; relief committee, C. A. Knight; trustees, M. B. Pryce, Charles Tripplett, and Dr. M. H. Koehler.

After the dedicatory program, refreshments were served and a dance was held.

Lawrence Sefton of Pittsburg, great lieutenant commander, who was to have been present, was detained on account of sickness, and W. L. Callahan, deputy great commander, another speaker also on the program, was out in the state and unable to get here in time for the services.

STRUCK BY TRAIN

Adam Zorn Has Narrow Escape at Dickerson Run Crossing.

Adam Zorn, of Lower Tyrone township, 55 years old, had a narrow escape from serious injury Thursday when a one-horse team which he was driving was struck by a Pittsburg & Lake Erie work train. The accident occurred shortly after 6 o'clock at the Dickerson Run crossing.

Mr. Zorn resides on a farm near Dawson and each evening he ships milk on the West Penn street car leaving Dickerson Run at 6.15 o'clock. As it was just dusk when the accident occurred, Mr. Zorn did not see the approaching train. He was thrown from the wagon. The horse took fright and ran for about a half a mile before it could be stopped. Mr. Zorn escaped with slight bruises. The wagon was badly damaged.

NEARLY BLEEDS TO DEATH

Farmer Chops Foot and is Unable to Secure Doctor Quickly.

Edward Lyons a young farmer who resides about six miles from Rockwood, while chopping down a tree Tuesday morning was cut on the foot with an ax and nearly bled to death before surgical aid could be rendered.

The young man was taken to Rockwood and the injury dressed. Although very weak from the loss of blood, Lyons is said to be getting along nicely.

Kept Wedding Secret.

Not until the young people told the secret themselves, did parents of Miss Hulda Sarver and Robert Shuey, both of Hempfield township, Westmoreland county, learn of their marriage which was solemnized some months ago, in Ohio, was made by the couple on Saturday. Miss Sarver is the daughter of Mr. and Mrs. David Sarver, of Hempfield township and attended the Greensburg high school. Mr. Shuey is a son of Mr. and Mrs. Robert Shuey, of near Greensburg Country club and is a graduate from the Greensburg high school class of '14.

Foot Mangled.

Frank Trainer, wreck master for the Pittsburg & Lake Erie at Dickerson Run, suffered a mangled foot when a heavy girder fell upon it Tuesday. He is confined to his home in Dawson.

BARGE SHIPMENTS OF COKE BEING MADE DOWN MONONGAHELA

Big Coal Loading Plant at Alicia Being Utilized to Load Them.

GO TO OHIO VALLEY CONSUMER

Having Dock Facilities Where the Fuel is Unloaded into Individual Railroad Cars and Moved Promptly to Furnaces; Revival of First Method.

The situation brought about by the car shortage is forcing coke consumers to employ every possible means and expedient to secure a better and steadier delivery of coke. With th possible exception of one introduced just recently these efforts have availd little to speed up coke movement. This is so decidedly a new departure in modern day practice in coke transportation that it partakes somewhat of the nature of an innovation. Incidentally it is being demonstrated in a striking manner that the extensive coal loading plant of W. Harry Brown at Alicia No. 1 is as readily adaptable to coke loading as coal loading, as has been shown by the successful loading and shipment, some days ago, of the first barge load of 500 tons.

On accunt of the continued shortage in car supply and the irregularity in service, coke consumers in the Ohio valley have found it necessary to take heroic measures in maintaining a supply of fuel. One, having river shipping facilities, is now receiving coke in barges instead of depending upon the more or less uncertain movement to destination over the railroads. These barges are being loaded at Alicia and transported down the Monongahela and Ohio rivers by Captain Brown's fleet of towboats to the consumer's dock. There the coke is being unloaded by clam-shell buckets directly into the consumer's individual railroad cars and transported over the tracks of the plant's industrial railroad system to the coke bins at the furnaces. A prompt delivery of coke in ample quantity is thus provided, which in this season of unprecedented demands upon the railroads, is a factor if vital importance to the consumer.

Shipments of coal are being made to the same plant by the same means and handled in the same manner as the coke. At the receiving dock the unloading proceeds day and night, electric lights having been installed to facilitate the work at night. Unless the river becomes closed to navigation, as sometimes happens during the colder months of winter, it is highly probable that the new method will be continued and possibly with increased activity, especially if there is no decided improvement in railroad situation meantime.

The transportation of coke by boat is not entirely new in the history of the Connellsville region or the Monongahela valley. In fact, the first coke made in the Connellsville region was sent to market by this means. Provance McCormick, James Campbell and John Taylor, who were the first Connellsville coke operators, shipped the product of their two-oven plant, built on the Youghiogheny river at the mouth of Hickman run in 1841, by boat to Cincinnati where they had difficulty of disposing of the "cinders" at 8 cents per bushel and a "patent" grist mill in part trade. Many years later when the late Judge C. E. Boyle and associates built the first coke plant on the Monongahela river, near the mouth of Catt's run, provision was made for shipment by boat as the only means of reaching a market. Though inability to produce a high grade of coke in the then state of the art, this venture proved unsuccessful and the plant was later abandoned. Since then no attempt has been made to revive the river shipment of coke until Captain W. Harry Brown saw the opportunity in that direction which his great coal loading plant installation at Alicia affords.

MOST PROSPEROUS YEAR

Was the Record of the Producers Coke Company During 1916.

At the annual meeting of the stockholders of the Producers Coke Company, held at Uniontown on Monday, the following were elected directors: J. P. Brennen, C. E. Lenhart, G. S. Harah, W. L. Byers, L. W. Fogg, I. W. Semans and Andrew Thompson.

The annual statement showed that the past year was not only the most prosperous but also the year of largest volume of business transacted by the company under its present management and also in its history as an organization. Sales during 1916 exceeded by $2,000,000 the total of the best previous year's business.

At a meeting of the board following the stockholders' meeting the following officers were re-elected: President, J. P. Brennen; vice president, C. E. Lenhart; secretary, Thos. D. Bailes; treasurer, I. W. Semans; sales agent, Wiley L. Byers.

51 YEARS WITH B. & O.

"Tucker" Hunt Celebrates Another Anniversary.

"Tucker" Hunt, popular conductor on the Baltimore & Ohio trains to Pittsburg Thursday celebrated his 51st anniversary of service on the road.

"Tucker" is in good health now, but last year upon the celebration of his semi-centennial, he had just recovered from a long and serious illness. His right name is Daniel.

Waiting to Relight.

Mary furnace of the Ohio Iron & Steel Company, at Lowelville, O., is ready to relight whenever the railroad situation clears so that a coke supply can be depended upon.

RAILROADS PAY MORE FOR COAL

Are No Longer Able to Dictate Terms To Mine Owners, Hence Contracts Below Cost are No Longer Made.

Formerly railroads were able to dictate terms to mine owners when purchasing coal for fuel, but times have changed, and coal operators have also changed with them, says F. A. Layman, railroad editor of the Pittsburg Dispatch. Operators no longer dance to the piping of the carriers. Under the erstwhile practice, prices at which the railroads contracted for their fuel supplies often were below cost, these being accepted by the operators with the understanding that with the facilities provided for the transportation of the railroads coal enough additional cars would be supplied to care for their commercial trade in each instance. Many operators, however, declined to yield to the carrier's demands and as a consequence the fuel procured by the latter for their own use, as a rule, was of inferior quality, motive power departments accepting it upon the theory that locomotives are extravagant consumers of coal at best and so any sort of fuel that would burn was good enough.

The conditions set forth did not obtain to such marked degree in the case of railroads operating in Pennsylvania, for obvious reasons. For the most part they traverse vast fields of coal, anthracite or bituminous, and so have not been subjected to the same conditions as those serving regions remote from sources of supply. For a long time the roads west of the Mississippi river experienced much inconvenience and were put to great cost by reason of these conditions, but with the uncovering of coal deposits in various parts of the west their troubles have become negligible. The New England roads, however, continue to be the victims of the conditions described. There is no coal to be had nearer than the anthracite fields of Eastern Pennsylvania; but this coal being costly, they have been wont to pay out large sums for freight for bone and other refuse which in reality proved very expensive and at the same time unsatisfactory fuel. Even that supply is disappearing, and since the coal operators, become independent by reason of the general prosperity in which they are sharing, are holding out for the highest prices and securing them elsewhere, the operating cost of coal for the New Enginad railroads is certain to be increased largely.

RIVER TIPPLE AT HECLA

Contract is Awarded for Structure to Provide for River Coal Shipments.

The plans of the Hecla Coal & Coke Company, owners and operators of the Isabella coal and coke plant and acreage on the Monongahela river in the Lower Connellsville region, providing for river shipments of coal have progressed to the point where the contract has been awarded for the erection of the tipple, ice breakers and loading dock. Permission to erect these was issued some time ago by the Water Supply Commission of Pennsylvania.

Contract was closed last week with Pihl & Miller, general contractors of Pittsburg, to make the excavation and erect these structures, work to begin as soon as practicable.

These improvements will add another mine of the Lower Connellsville region to the list of those on the Monongahela river which will be equipped to make shipments of coal by river, indicating that Colonel Edwin Jadwin, United States Engineer officer in charge of the rivers in the Pittsburg district, has well established facts upon which to base his prediction that the coal tonnage of the river during 1917 will be the largest in the history of river navigation.

BONUSES OF HALF MILLION

To be Divided Among the Employes of The Solvay Process Company.

More than 500 employes of the Solvay Process Company at Syracuse, Detroit and Hutchinson, Kan., will share $500,000 in bonuses, which were distributed on or about January 10. The bonus will be 8 per cent. of the salary of wages received by each worker during 1916 or any part of the year.

It is understood that the Semet-Solvay Company also will pay a special bonus to employes in the Sibley quarries near Detroit, and in the quarries at Syracuse.

The Semet-Solvay and Solvay Process last January paid special bonuses for 1915 of $414,372 to 8,429 persons. In addition to this and the service bonuses, the companies distributed $450,000 in monthly bonuses during 1916 in Syracuse alone in appreciation of the high cost of living.

HAS SAFETY FILMS

State Offers Them Free to Communities Under Certain Conditions.

The Department of Labor and Industry of the state has obtained a number of entertaining and instructive motion picture films, and lantern slides on safety, which are to be shown throughout the state during the year in an effort to reduce the number of industrial accidents. Any community may secure a showing of these if projection machine, an operator and a suitable hall can be provided.

In exceptional cases the department may provide a machine and booth, when assured that the showing is under especially favorable auspices and a good sized audience certain.

THE LARGEST ENGINE.

Monster Locomotive in Service on Virginia Railroad.

BLUEFIELD, W. Va., Jan. 11.—The largest locomotive in the world has been put in service on the Virginia Railroad. It is hauling coal trains over the mountains.

The locomotive is a mammoth triplex engine, having 44 per cent greater power than any other engine in the at 2,375 tons.

Coal Freight Rates

TO EASTERN POINTS — Rate per Gross Ton of 2,240 lbs.	ORIGINATING DISTRICT. C'ville Pitts'bg	W'moreland Fairmont	G'burg	Latrobe
Destination				
Baltimore, Md.	$2.00	$1.85	$1.70	$1.60
Chester, Pa.	2.00	1.85	1.70	1.60
Harrisburg, Pa.	1.70	1.55	1.40	1.30
Johnstown, Pa.	.85	.60*	.60	.45
Lebanon, Pa.	1.90	1.75	1.60	1.50
New York, 37th St.	2.25	2.10	1.95	1.85
New York, Brooklyn	2.35	2.20	2.05	1.95
Philadelphia, Pa.	2.00	1.85	1.70	1.60
Sparrows Point, Md.	2.00	1.85	1.70	1.60
Steelton, Pa.	1.72	1.57	1.42	1.32
South Bethlehem, Pa.	2.10	1.95	1.80	1.70
Syracuse, N. Y.	2.15	2.00	1.85	1.75
To ATLANTIC PORTS via P. R. R.				
Greenwich, Pa.	1.75	1.60	1.45	1.35
Greenwich, Pa., for Export	1.65	1.50	1.35	1.25
So. Amboy, N. J., F. O. B. Vessel	1.95	1.80	1.65	1.55
Harsimus, N. J., F. O. B. Vessel	2.00	1.85	1.70	1.60
Greenville, N. J., F. O. B. Vessel	2.00	1.85	1.70	1.60
Canton, Baltimore, Md	1.75	1.60	1.45	1.35
Canton, Md., for Export	1.58	1.43	1.28	1.18
To ATLANTIC PORTS, via B. & O.				
St. George, N. Y., Coal Piers	2.25	2.10		
St. George, N. Y., for Export	1.95	1.80		
Philadelphia Coal Piers	1.75	1.60		
Philadelphia, for Export	1.65	1.50		
Curtis Bay, Balto., Piers	1.75	1.60		
Curtis Bay, Balto., for Export	1.58	1.43		

*The rate from the Fairmont District to Johnstown is 78c.

The Connellsville Rate applies to shipments from points on the Southwest Branch of the Pennsylvania railroad south of Ruffsdale, from points on the Pittsburg, Virginia & Charleston and points on the Monongahela River railroad.

The Fairmont Rate on shipments via the Baltimore & Ohio applies to shipments from points east of Suterville, Pa., from points on the Smithfield & Masontown Branch and from the Fairmont Region of West Virginia.

TO WESTERN POINTS. — Rate per Net Ton of 2,000 lbs.	ORIGINATING DISTRICT. Pittsburg	Connellsville	Fairmont
Destination			
Canton, O.	$0.95	$1.10	$1.05
Chicago, Ill.	1.90	2.05	1.90
Cleveland, O.	1.00	1.15	1.15
Columbus, O.	1.00	1.15	.90
Detroit, Mich.	1.40	1.55	1.40
Indiana Harbor, Ind.	1.80	2.05	1.90
Toledo, O.	1.25	1.40	1.25
Youngstown, O.	.70	.85	.95
Lake Ports	.78	.90	.90

The Pittsburg District includes points east as far as Latrobe and south on the Southwest Branch to and including Ruffsdale, south to and including Brownsville and Braznell on the Pittsburg, Virginia & Charleston railroad, eastward to Dawson on the Baltimore & Ohio railroad, and eastward to Dickerson Run and southward to and including Brownsville on the New York Central lines.

The Connellsville District includes points on the Southwest Branch of the Pennsylvania railroad south of Ruffsdale, on the Pittsburg, Virginia & Charleston except Braznell and all Monongahela River railroad points, New York Central points east of Dickerson Run, including Connellsville Transfer, and points on the Baltimore & Ohio, Dawson to Point Marion, Pa.

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LOCAL MEN ARE IN VARIOUS NEW COAL AND COKE CONCERNS

Valley Connellsville Company Formed to Mine Coal at McClure.

MARIETTAS HAVE NEW MINE

Harry and W. H. Marietta Start New Operation at Ohiopyle; A. C. Stickel and Harry Schenck Deny Purchase of Coal in West Virginia State.

The present prosperity in the coal and coke business has brought about many deals in which local men are the interested parties, and has caused the re-opening of several works which were abandoned some time ago.

Chief among the latter is the re-opening of some coal near the McClure plant, on the Mount Pleasant branch of the Baltimore & Ohio railroad by the Valley-Connellsville Coal & Coke Company. Though taking the combined name of a "coal and coke" firm, the company expects to confine its operations to mining and shipping coal for some time to come.

The old McClure works was abandoned by the Frick company a long time ago, but recently the Newcomer firm took up coking interests at the plant, and now the new Valley-Connellsville company has succeeded in its negotiations to lease a part of the coal land and to work it. The lease, it is said, was secured some time ago.

A tipple has been raised and all other equipment provided and it is thought that the first coal will be shipped from McClure within a few days.

The Valley-Connellsville Coal & Coke Company is owned by W. F. Stauffer, Wade Marietta and E. T. Norton. Mr. Marietta is in charge of the plant.

Reports of the purchase of the operations of the Penco Coal Company together with a tract of 3,000 acres of coal in Upshur county, W. Va., by A. C. Stickel and Harry Schenck, both of Connellsville, were denied this morning by both men.

"I don't know anything about it" Mr. Stickel said. After reading a newspaper account of the "sale," Mr. Stickel laughed and exclaimed, "It's news to me. I have no idea of making such a purchase."

A new mine has been opened near Ohiopyle by Harry Marietta and William H. Marietta of Connellsville. The first load of coal was taken from the new mine on Tuesday. The opening is situated on the hill above Garrett street.

ILLINOIS STEEL BUYS MINE.

Subsidiary of United States Steel Adds to its Fuel Producing Holdings.

The Illinois Steel Company has purchased the Middle Fork coal mine in Franklin county, Ill., paying $467,000. Recently the corporation bought 22 mines in the Pocahontas field for $10,000,000.

The Illinois company already owned 16,000 acres of coal lands adjoining the Middle Fork mine, from which it can lay down coal in Chicago 90 cents cheaper than from Pennsylvania.

MUCH ACTIVITY NEAR SALTSBURG

New Mining Operation of the Cambria and Jamison Coal & Coke Company are Being Pushed.

As a result of the extensive development of coal in the vicinity of Saltsburg by at least four different companies and the assurance of an additional railroad outlet to the west, that towns along the Conemaugh river is about to enjoy an industrial boom of no small proportions.

The new coal operations, now in the course of construction, are located four miles from Saltsburg in Westmoreland county in the vicinity of Loyalhanna creek where the Pennsylvania railroad is extending its line to tap the coal field. The railroad is already constructed as far as Delmont, where grading is being pushed towards Saltsburg.

The new road will connect with the Conemaugh division of the Pennsylvania railroad at Saltsburg, and when completed will give Saltsburg a new and shorter route to the west, making the distance between this point and Pittsburg less than fifty miles.

One of the largest coal developments in the Saltsburg field will be made by the interests representing the Cambria Steel Company, which owns 6,000 acres of the Pittsburg seam of coal. It is reported that in addition to the construction of a modern coal plant the Johnstown concern plans to build a model town and will award the contract for the erection of 250 brick houses. The other operators opening mines are the Jamison Coal & Coke Company, which has large holdings in that territory; the Patton Coal Company, now operating at Saltsburg, and Graff Brothers of Blairsville owing a coal field of 2,500 acres.

MOVING TROOPS

Rather Remarkable Transportation Feat Performed by the Railroads.

Statistics just compiled show that for the movement of the first 100,000 National Guardsmen to the Mexican border 350 trains were required, made up of 4,900 locomotives, 3,000 passenger coaches, 2,000 stock cars, 1,300 box cars, 800 flat cars and 400 baggage cars; that the troops were transported from 608 to 2,916 miles, distances greater than on any of the European war fronts, with but a single accident, and that a minor one, and that the railroads performed this service with passenger traffic at its height, without inconveniencing the traveling public and without congestion or delay at any point.

France Seeks Cars.

Definite inquiries for a minimum of 20,000 freight cars have been put before American builders by the French state railways. These call for at least 5,000 cars of four classes gondolas and box type.

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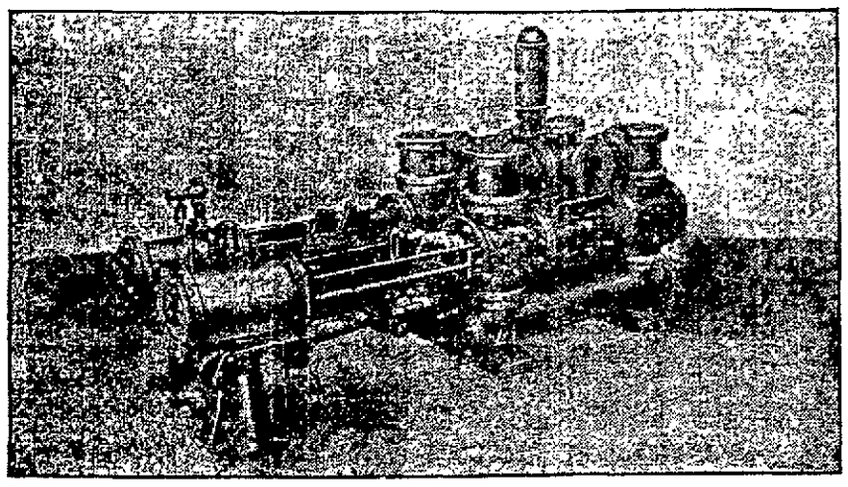

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Oliver & Snyder Steel Co., Plants 1, 2 and 3	1,108	Cascade Coal & Coke Co., Tyler and Sykesville Wks.	600
Austin Coal & Coke Co., Plants 2 and 3	426	H. C. Frick Coke Co., Forkrun, Shoaf and Bitner	1,000
Colonial Coke Company, Smock	160	Struthers Coal & Coke Co., Fairbank Works	160

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